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"GRAIN TRADE INTERESTS IN THE NEW CONGRESS" IN THIS ISSUE

THE AMERICAN ELEVATOR AND GRAIN TRADE

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
Mitchell Brothers Publishing Co.

VOL. XXXIV.

CHICAGO, ILLINOIS, JANUARY 15, 1916.

No. 7.

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Saves time and labor which are money.

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Ask for Bids

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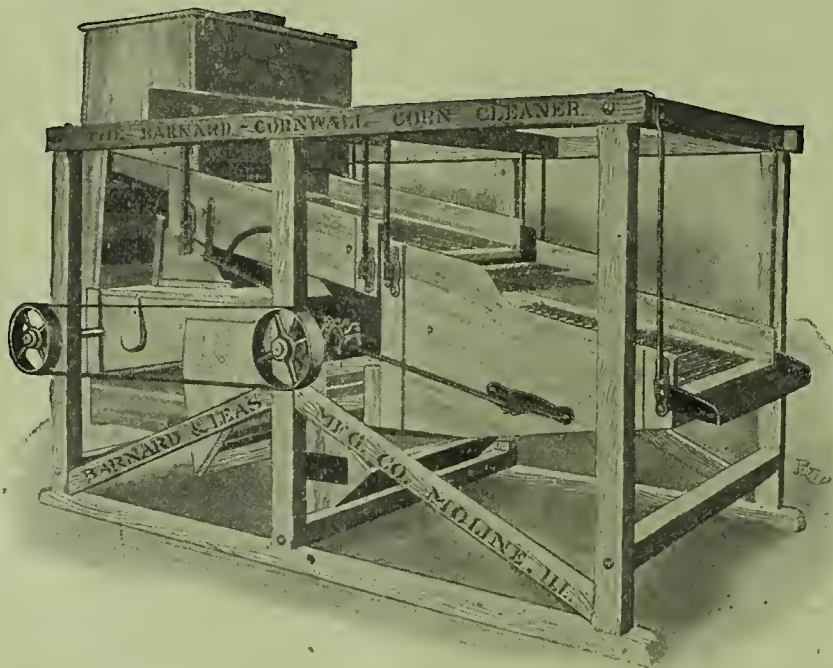
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Will clean wheat, oats and other grain as well as corn.

It has a double row of steel rods for separating the corn from the cobs and husks. Is equipped with our patent finger sieve which cannot clog. Has counter-balanced shaker, two air separations and the latest style feeder.

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of the
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Corn Cleaners*



*Always
the Leader
in Capacity,
Efficiency
and Durability*



The Victor Corn Sheller

Is known wherever corn is grown as the standard sheller. It shells corn economically, efficiently and easily.

Has spiral conveyor feed and is adjustable while running.

Install these machines and be ready for the new crop.

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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

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LOCATION —Baltimore, Maryland.

CAPACITY —1,000,000 Bushels.

FACILITIES —Unloading cars, 120 in 10 hours.
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EQUIPMENT—Furnished with electric light and power, telephone system, drying plant, and is one of the most perfectly appointed grain elevators ever built.



THIS MODERN FIREPROOF ELEVATOR

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The Most Complete Elevator Equipment on the Market Today

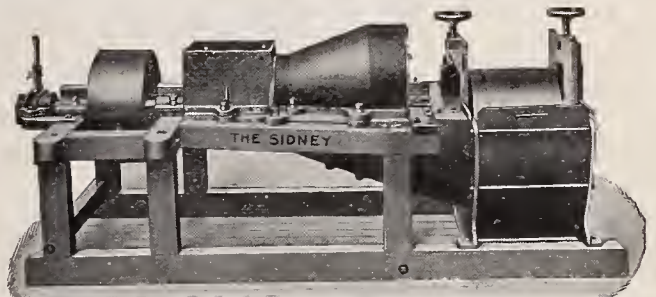
which includes a full line of Receiving Separators, Corn and Grain Cleaners, Corn Shellers, Man-Lifts, Wagon Dumps, Elevator Boots and Heads, Loading Spouts and Power Transmission Machinery. With the Sidney Line you have the absolute assurance that year in and year out, under all conditions, it will prove the most reliable, dependable and economical equipment on the market today,

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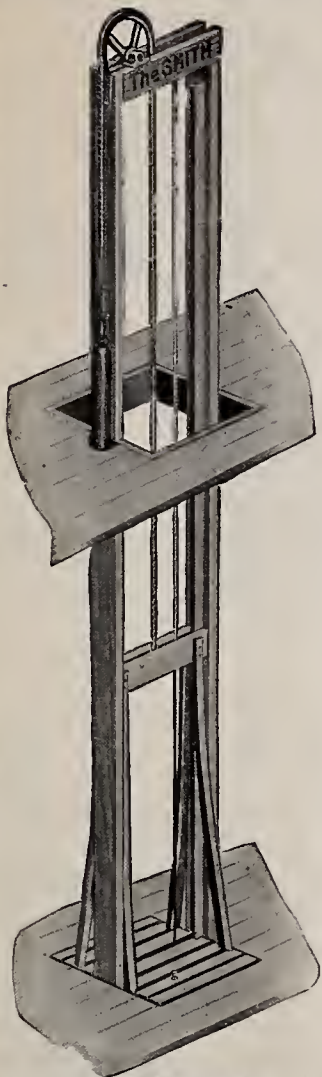
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Write for further information, also for our catalogue covering the complete "Sidney Line" with endorsements and unsolicited comments by Sidney operators. A postal will do.



Sidney Corn Sheller and Elevator Boot Combined, with Take-up on Boot



A Smith Safety Man-Lift

The Philip Smith Mfg. Co., - Sidney, Ohio

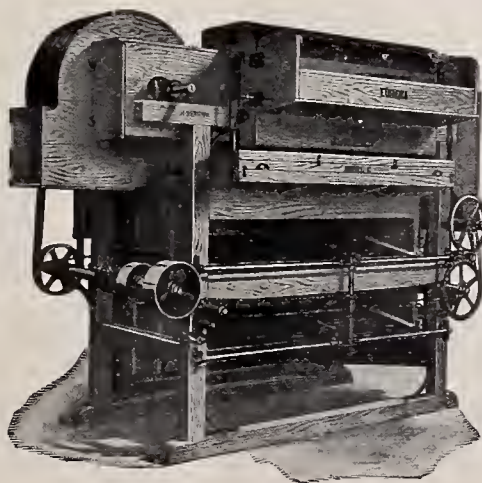
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Never within the memory of the oldest grain dealer was there so many wild oats in wheat as there is in the 1915 crop.
LET US TELL YOU HOW TO GET RID OF THEM.

**The Spaulding Elev. Co.
says:**

"We were able to clean grain which originally had 6 lbs. of wild oats to each bushel, down to one pound in one operation."



**A Minnesota Manager
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is furnished by the

Gutta Percha & Rubber Mfg. Co.

Manufacturers of Elevator Belting for Over Fifty Years

In the last few years we have equipped some of the biggest in the United States, among which are the Terminal Elevators at Boston for the New York Central Railroad and Girard Point Elevator, Pennsylvania Railroad at Philadelphia.

CHICAGO

NEW YORK

BOSTON

SAN FRANCISCO

Another Morris Installation

comprising a part of the equipment of the

Terminal Elevator

(Western Maryland R. R., Baltimore, Md.)

Fully described in the feature article of this number on pages 441 and 442. And no matter to what section of the United States or Canada you refer you will find the leading terminal or transfer elevator equipped with a

MORRIS GRAIN DRIER

And why a Morris Drier?

Here's the reason

Write for further comments on the efficiency of Morris Driers.

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MINNEAPOLIS, MINN.
WINNIPEG, CANADA

ESTABLISHED
1866

GENERAL OFFICES
OF

NYE SCHNEIDER FOWLER CO.

FREMONT, NEB. Nov. 22, 1915.

The Strong, Scott Mfg. Co.,
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Gentlemen:

The Morris Drier which we contracted for with you was tested out with a car of very musty wheat containing 16½ percent moisture. After treating this wheat about 50 minutes in drier and passing to cooler we made a moisture test and found that we had removed 6% moisture. This, we consider remarkable considering the low moisture content the grain contained before going in to the drier. What we consider more remarkable is that after being dried and cooled we could detect but little, if any, of the excessive musty smell which the grain had before being treated. We believe that in the Morris installation we have the most efficient drier on the market. The driers are not fully completed as to details and are working at some disadvantage.

Yours truly,

Frank Fowler
Secretary.



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Now under Construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

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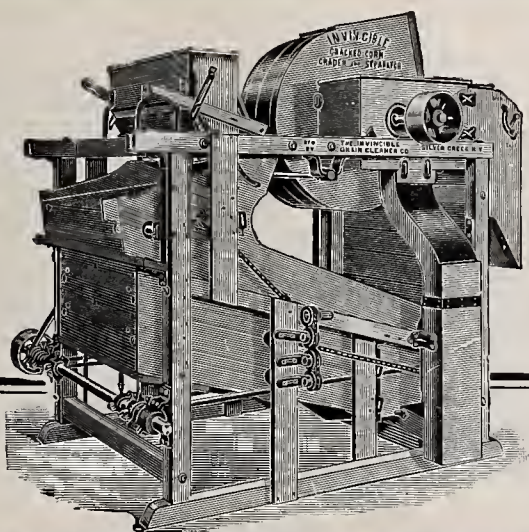
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Are Grading over this Machine

**"When Better Elevators Are Built—
BURRELL Will Build Them"**



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Best
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Seventy Contracts during 1915 of both large and small elevators in all parts of the United States is a fair indication of our standing as builders for the grain trade.

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**Transfer Elevators
Terminal Elevators
Country Elevators**

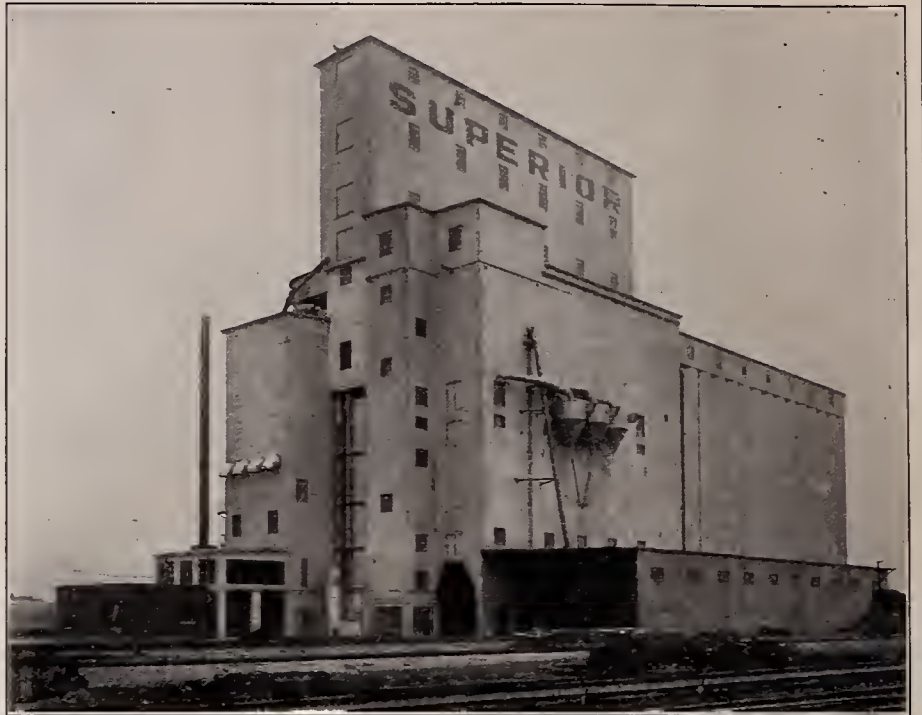


Concrete Fireproof Grain Elevator built for the Crabbs-Reynolds-Taylor Co. at Wingate, Ind. Capacity 60,000 Bushels.

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Monadnock Building, CHICAGO, ILL.

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Storage capacity 1,500,000 bushels, with complete equipment for receiving grain from boats or cars, and for cleaning, drying and bleaching grain.



Fireproof Construction Elevators, Mills and Warehouses

We prepare plans and make lump-sum price for the complete work.

MONARCH ENGINEERING CO.
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Terminal Elevator, Calgary, Alta., 2,500,000 Bushels Capacity, Constructed by Janse Bros., Boomer, Hughes & Crain.

**We Build Reinforced Concrete Structures of all Types
Grain Elevators, Mills and Industrial
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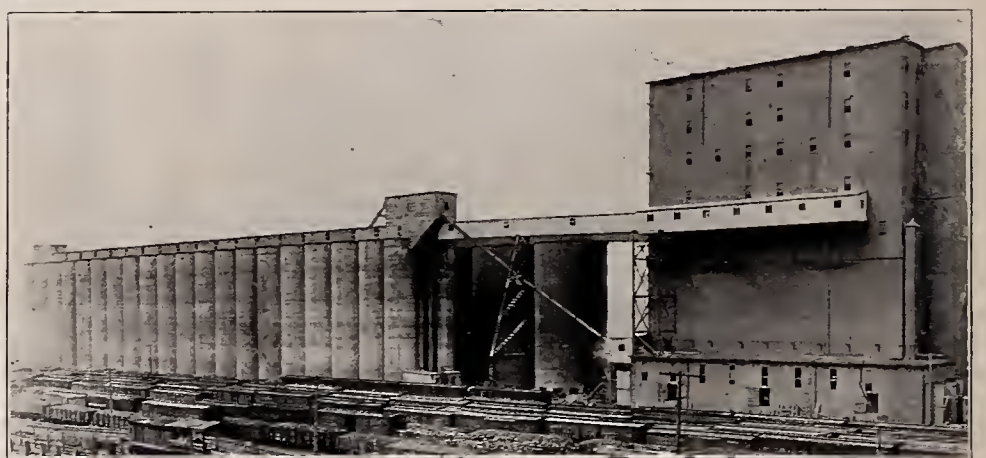
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906-910 Dime Savings Bank Bldg., Detroit, Mich.

Also Zeigler Block, Spokane, Wash. Mackle Block, Calgary, Alberta



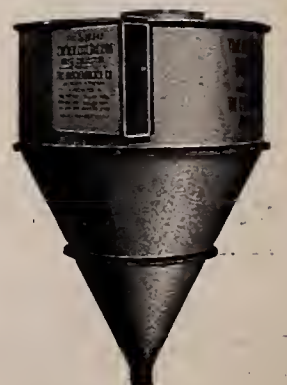
1,250,000 bushel addition to Kansas-Missouri Elevator at Kansas City, Mo.

The Stephens Engineering Company
ENGINEERS AND CONTRACTORS
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**The "Knickerbocker Cyclone"
Dust Collector**



For Grain Cleaners
ALL STEEL



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One Million Bushel Fireproof Terminal Elevator

FOR THE
Western Maryland Railroad Co.
Port Covington, Baltimore, Md.



Write us for designs and estimates

We Build Elevators, any type of construction in any part of the World.

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GRAIN ELEVATOR DEPARTMENT

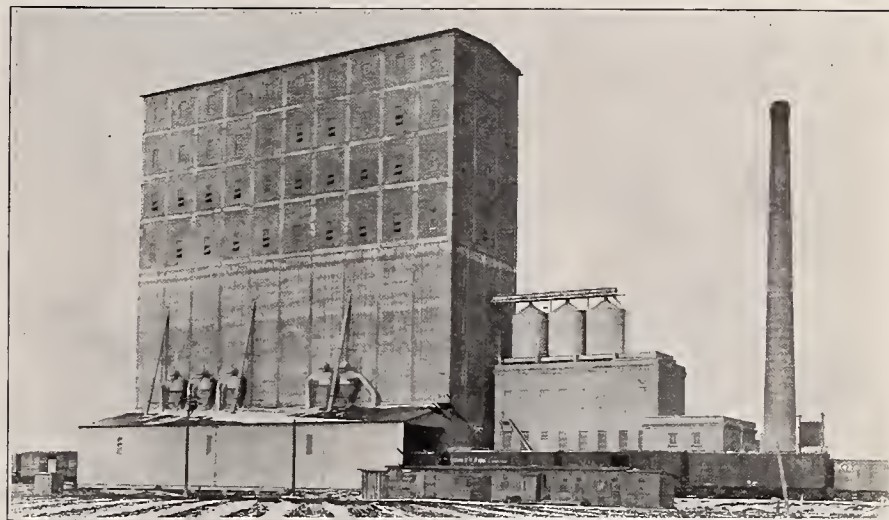
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The Michigan Central Fire Proof Grain Elevator

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Our experience covers every branch of grain elevator building work as well as any type or style of construction to meet requirements in any locality.

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Contains full directions for
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431 South Dearborn St., CHICAGO

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COUNTRY GRAIN ELEVATORS**

Our long experience as a builder of elevators insures you an
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There's no possible chance for confusion and misunderstanding about

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It is made in one
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Booklet 17-B.

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CRUCIBLE CO.**
Jersey City, N. J.



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GENERAL CONTRACTORS

Designers and Builders of

Grain Elevators, Flour Mills and Heavy Structures

Reinforced Concrete and Steel Ore Dock under construction at Superior, Wisconsin, for the Allouez Bay Dock Company. Entirely Fireproof.

Write for designs and Estimates

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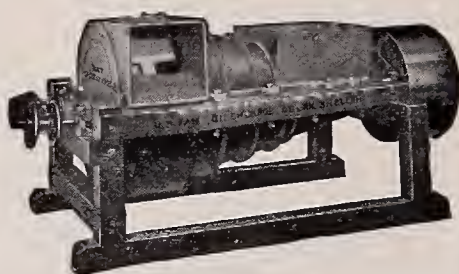
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CONSTANT EQUIPMENT

It is short-sighted policy to buy machinery on the basis of price only. Cheap machinery will not do the work as it should be done and is expensive at any price. The minimum amount of trouble is assured the users of the CONSTANT line of machinery.

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Fan Discharge, over or under, right or left hand.
Iron or Wood Frame.
No Lower Hoppering.
Cheapest Installed.
Quickest and Cheapest Repaired of any Sheller on the market.

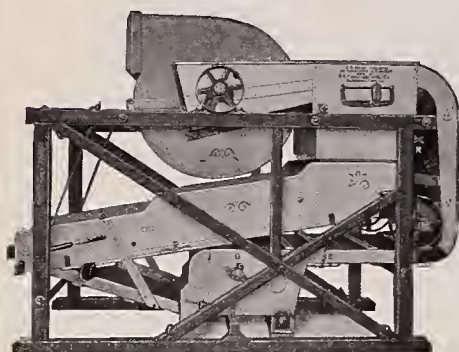


U. S. Corn Sheller

THE U. S. Grain Cleaner

should be in every well equipped plant that handles grain.

Higher Grades—Higher Prices.
No vibration—All bearings ring oiling. Center Discharge.
One fan to control. Fine separations, and all the corn saved.



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Write for catalog containing the complete line of Constant grain handling machinery including complete elevator equipment. IT IS FREE.

B. S. Constant Mfg. Co.
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12,632 feet of Goodrich Grain Belt in this one Minnesota plant



They figure the value of belting in terms of results. It took something more than clever advertising slogans to make the installations, too.

Produce, and we'll talk to you!
That's their Motto—
and GOODRICH did produce.

We'll do the same for you.

THE B. F. GOODRICH COMPANY

Branches in All
Principal Cities



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AKRON, OHIO

Section of
Old Style Flight

Section of
Helicoid Flight

HELICOID

Helicoid conveyor has a stronger flight and a heavier pipe than the same diameter of old style conveyor, and

Helicoid flight and pipe are put together so they support and strengthen each other.

Helicoid flight has a shovel edge. Other has blunt edge.

Helicoid flight is one continuous strip of metal end to end of pipe. Other is short sections lapped and riveted together every turn or half turn around the pipe.

Helicoid is a smooth, nicely-balanced spiral, and has no joints to wear out and open up.

Helicoid requires fewer repairs, and less power to drive it.

Helicoid costs no more than inferior kinds of conveyor; it's all-round satisfaction at the same price.

Catalog
38

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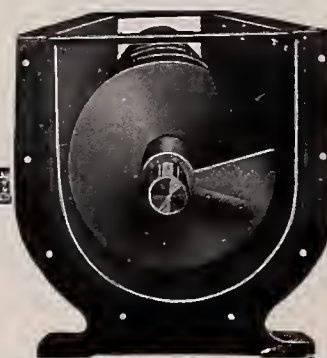
Ask about our Steel Conveyor Boxes, too.

H. W. Caldwell & Son Co.

17th St. and Western Ave., Chicago

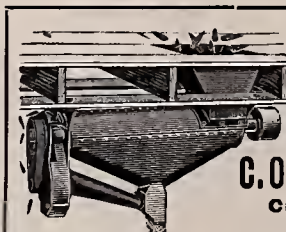
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is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust, and is the most reliable protector known. Perfect Ventilation. Nickel-plated protector, \$1. postpaid. Circular free. Agents wanted. GIBBS RESPIRATOR CO., "B" 124 East Ave., Oak Park (Chicago), Ill.



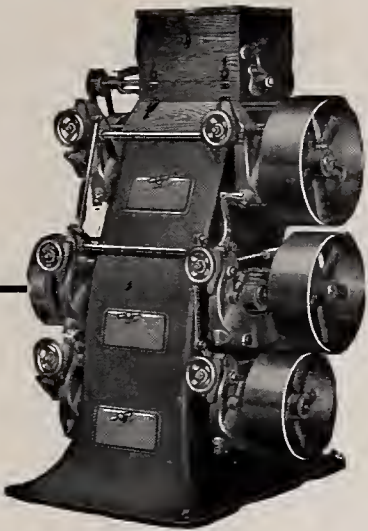
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Show the value of any number of bushels or pounds of WHEAT, RYE, OATS, CORN OR BARLEY at any given price from 10 cents to \$2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price.

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Mitchell Brothers Publishing Co., 431 S. Dearborn St., Chicago, Ill.



You need this sturdy, capable, general purpose mill

For grinding feed, table corn meal, pearl meal, linseed, etc., you can use this mill with great profit. This mill is built by men who know milling conditions, for those who want the best in milling equipment.

N. & M. Co. Three Pair High Mill

It has the characteristic N. & M. Co. rugged strength combined with flexibility of operation necessary to handle widely different stocks. Will grind extremely fine, medium or coarse, just as you wish.

Solid one piece cast frame—doors for examining stock beneath each pair of rolls—Ansonia rolls with our easy running, long wearing, collar oiling bearings—one lever simultaneously spreads or closes all three pairs of rolls—any pair of rolls may be removed without disturbing the others—furnished with either belt or gear drive on slow side.

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America's Leading Mill Builders



The First National Bank of Chicago

(Charter No. 8)

Statement of Condition at Close of Business December 31, 1915

ASSETS	
Loans and Discounts.....	\$107,209,944.63
United States Bonds (par value).....	3,999,000.00
Bonds to Secure U. S. Deposits Other Than U. S. Bonds.....	908,000.00
Other Bonds and Securities (market value).....	5,603,467.33
National Safe Deposit Co. Stock (Bank Building).....	1,250,000.00
Federal Reserve Bank Stock Subscription.....	600,000.00
Customers' Liability under Letters of Credit.....	4,774,224.72
Customers' Liability Account Acceptances.....	25,320.87
Cash Resources—	
Due from United States Treasurer.....	\$ 547,200.00
Due from Federal Reserve Bank.....	10,393,797.45
Cash and Due from Banks.....	47,422,738.35
	<u>\$182,733,693.35</u>
LIABILITIES	
Capital Stock paid in.....	\$ 10,000,000.00
Surplus Fund.....	10,000,000.00
Other Undivided Profits.....	2,350,211.69
Discount Collected but not Earned.....	701,239.35
Special Deposit of United States Bonds.....	3,340,000.00
Circulating Notes Received.....	\$ 1,824,000.00
Less Amount on Hand.....	900,000.00
	<u>924,000.00</u>
Dividends Unpaid.....	548,970.00
Reserved for Taxes.....	328,222.56
Foreign Bills Rediscounted.....	393,798.34
Letters of Credit.....	4,984,970.27
"Acceptances" based on imports and exports.....	25,320.87
Deposits.....	149,136,960.27
	<u>\$182,733,693.35</u>

James B. Forgan, Chairman of the Board.

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John J. Arnold.....Vice Pres. and Manager
Charles P. Clifford.....Asst. Manager

Law Department
Edward E. Brown.....Attorney
John Nash Ott.....Asst. Attorney

Credit and Statistical Department
J. W. Lynch.....Manager



First Trust and Savings Bank

Statement of Condition at Close of Business December 31, 1915

ASSETS	
Bonds.....	\$ 31,441,844.96
Time Loans on Collateral.....	15,791,469.41
Demand Loans on Collateral.....	\$12,462,678.77
Cash and Due from Banks.....	16,069,442.91
	<u>28,532,121.68</u>
	<u>\$ 75,765,436.05</u>
LIABILITIES	
Capital.....	\$ 5,000,000.00
Surplus and Undivided Profits.....	5,363,468.29
Reserve for Interest and Taxes.....	247,041.85
Time Deposits.....	\$47,999,978.97
Demand Deposits.....	17,154,946.94
	<u>65,154,925.91</u>
	<u>\$ 75,765,436.05</u>

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Oliver A. Bestel.....Asst. Trust Officer
Robert L. Davis.....Mgr. Real Estate Dept.
Edward E. Brown.....Attorney
John Nash Ott.....Asst. Attorney

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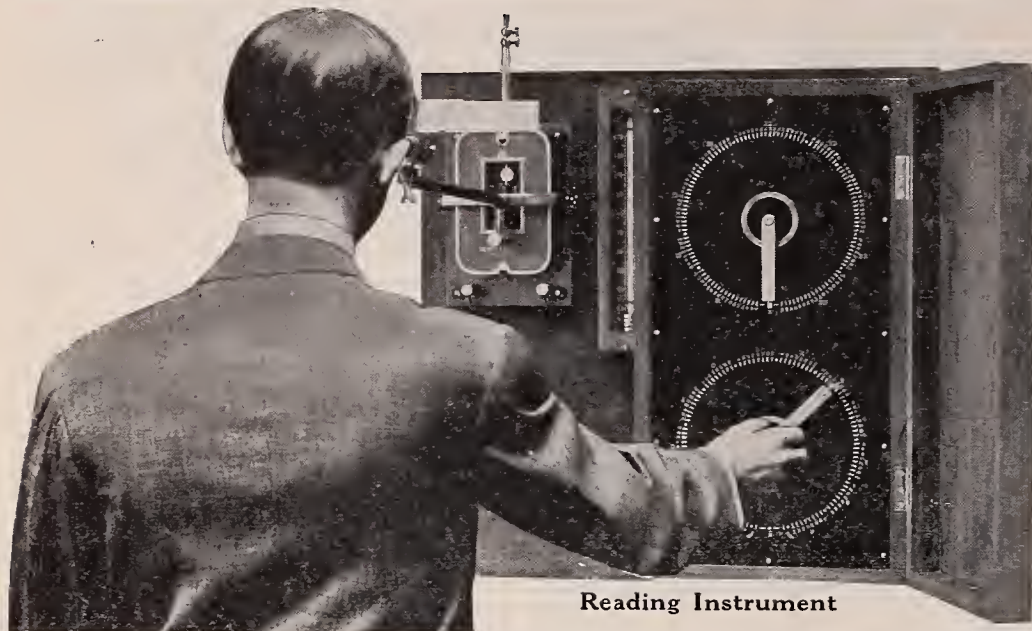
First National Bank and National Safe Deposit Company; also Directors and Members of the Advisory Committee of the First Trust and Savings Bank

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William L. Brown
Augustus A. Carpenter
D. Mark Cummings
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Combined Deposits of Both Banks, \$214,291,886.18



Reading Instrument

NO MORE HOT GRAIN

when protected with

The Zeleny Thermometer System

Now installed in

40,000,000 Bushels Storage

WESTERN FIRE APPLIANCE WORKS

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CHICAGO

Co-Operation Is Profitable

Our aim is to add our experience and equipment to your knowledge of your requirements and what you want to accomplish.

After learning their requirements, we have aided many millers to more and better results in feed grinding at a greatly reduced expense, by furnishing them with the proper size of

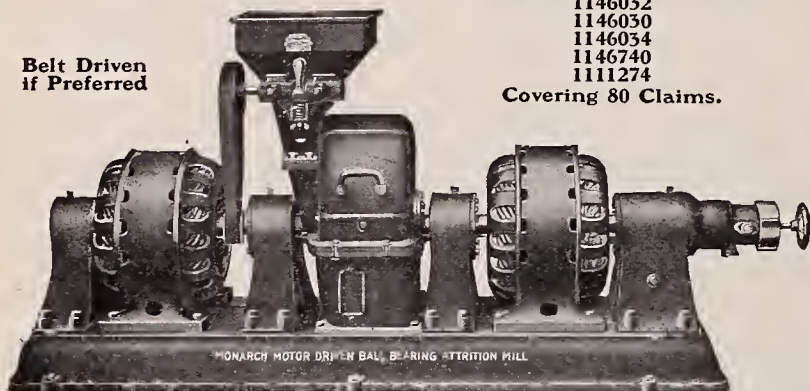
The Monarch Ball Bearing Attrition Mill

Protected by U. S. Patents

1146032
1146030
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Covering 80 Claims.

Belt Driven
if Preferred



Results from the Monarch are continuously profitable. It grinds with rapidity and absolute uniformity, requires no tramping, saves power and lubricant and costs but little to maintain.

It is The Original Ball Bearing Attrition Mill—Don't let this fact slip.

Write for Catalog D-No. 115—and don't buy an imitation

Sprout, Waldron & Company

Main Office & Works: Muncy, Pa.

P. O. Box 320

Chicago Office No. 9 So. Clinton St.

They All Point to the Bowsher

A mill that will crush or grind ear corn (with or without shucks), Kaffir in the head and all kinds of small grain.

A mill that has conical shaped grinders—which do the work close to the center of the shaft, thus effecting a great saving of power.

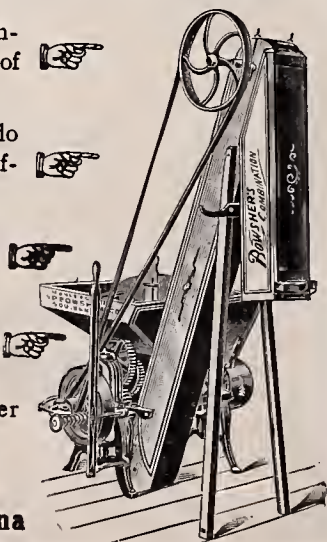
A mill that can run empty without injury, as the grinders will not strike together.

A model feed mill, light running and handy to operate; different from all others. A complete independent outfit.

These are a few of the many reasons why the Bowsher is the mill for you.

Sold with or without elevator. 10 sizes, 2 to 25 H. P.

N. P. Bowsher Co., South Bend, Indiana



Truck Scale for All Purposes

Combined Truck and Weighing Scale—Patent No. 833604



This cut showing an ordinary truck platform with a steel coal hopper attachment illustrates only one of the many uses to which this device is adapted. Bulk or bag grain, feed or package goods, are quickly weighed in and out of cars.

The latest device for serving you in the economical weighing of your goods is a combined truck and weighing scale which provides a hand truck which is readily adjusted to any position to accurately weigh its load and as readily moved to any position desired, where it is free and independent of the load and unaffected by the ordinary and usual purposes of a truck.

A further object is the providing of a truck scale with a weighing-scale having an independent frame to which the scale mechanism is attached, that is free from the attachment to the frame of the truck, and that is therefore free from all injurious strain or expansion to which the frame of the truck may be subjected under ordinary use.

UNITED TRUCK-SCALE CO.

812 Great Northern Building,

Chicago, Illinois

SEE THAT YOUR CONTRACT CALLS FOR

THE CUTLER MEAL DRYER

SOLD BY ALL MILL FURNISHERS



Not
An
Experiment

All Metal Steam Dryer.

IN SUCCESSFUL USE 40 YEARS DRYING

CORN MEAL, HOMINY,
BREWERS' GRITS AND MEAL,
AND ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE, CLAY, ORES, ETC.

Automatic in operation, requiring no attention.

THE CUTLER CO., North Wilbraham, Mass.

CATALOG ON REQUEST

Don't Take Any Chances During 1916
with your grain equipment. Every Day with a

Beall
THE MARK OF QUALITY

**Rotating Warehouse and
Elevator Separator**
Guaranteed Without Limit

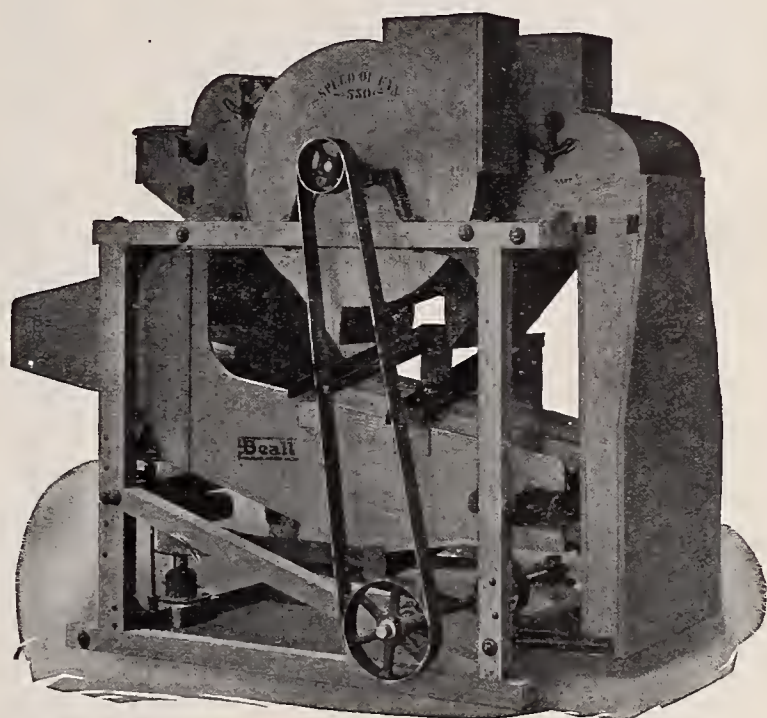
Means that you are putting your business on a higher level of efficiency. With the Beall you have a separator that insures *service, reliability* and *economy*, a type of grain cleaner so essential to an elevator operator's success.

The New Beall Separator is extremely simple in design, built very strong, is thoroughly braced and will not rack. It insures economical and reliable service that year in and year out will return dollar for dollar on investment.

The New Beall embodies all the best features found in separators of other makes and to these we have added the following pronounced features:

- 1st. It has a rotating motion, slow speed and perfect balance.
- 2nd. It has two fans working independent of each other.
- 3rd. It has large capacity for the amount of floor space.
- 4th. A small amount of horse power is required for operating.

It will pay you to write for a complete descriptive catalogue and prices, or better let us send you a separator on a 30 days' trial and let it prove to you its merits by its own work. Do it today. We take all the risk.



Built in Ten Sizes

The Beall Improvements Co., Inc., Decatur, Illinois

**The Corn Exchange
National Bank**

OF CHICAGO

Capital - - \$3,000,000.00
Surplus - - 5,000,000.00
Undivided Profits . 1,500,000.00

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Accounts of grain elevator operators and commission men throughout the country respectfully solicited

Early Ripening Crops

Extra profits come from early maturing crops of quality.

It's the early maturing vegetables that avoid glutted markets and bring top prices.

It's the early ripening corn crop that escapes frost and yields solid marketable ears.

Fertilizers carry plenty of available plant-food, give crops a quick start and hasten their ripening. This is one great advantage from the use of fertilizers aside from the crop increase.

Our crop bulletins are free on request.

Soil Improvement Committee

of the National Fertilizer Association
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ELWOOD'S GRAIN TABLES

Show the value of any number of bushels or pounds of **WHEAT, RYE, OATS, CORN or BARLEY** at any given price from 10 cents to \$2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price

• 1 • 2 • 5

Mitchell Brothers Publishing Co., 431 S. Dearborn St., Chicago, Ill.

SCIENTIFIC**Bigger Production in Less Time**

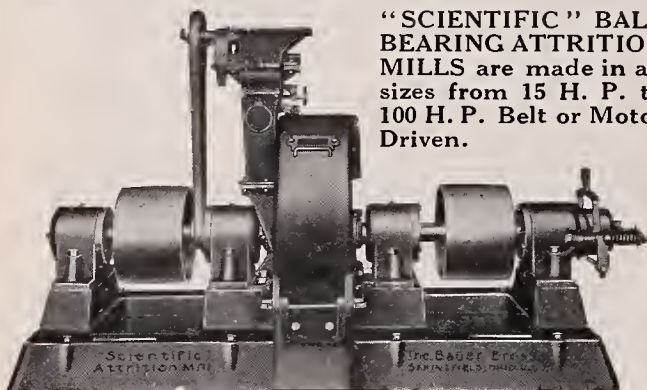
Keen competition demands that your grinding costs be cut to the limit. You've got to produce more work in less time than ever before—save on your power, oil and maintenance expense.

Have you investigated carefully? Do you know that you can

Grind It the "Scientific" Way

—and show a bigger profit on every bushel of feed you handle?

"SCIENTIFIC" BALL BEARING ATTRITION MILLS are unequalled for uniform grinding. Every part is designed to be easily and conveniently accessible. Hundreds of progressive "SCIENTIFIC" users are showing a clean net saving of from 30 to 40 per cent on power and 90 per cent on lubricating costs.



"SCIENTIFIC" BALL BEARING ATTRITION MILLS are made in all sizes from 15 H. P. to 100 H. P. Belt or Motor Driven.

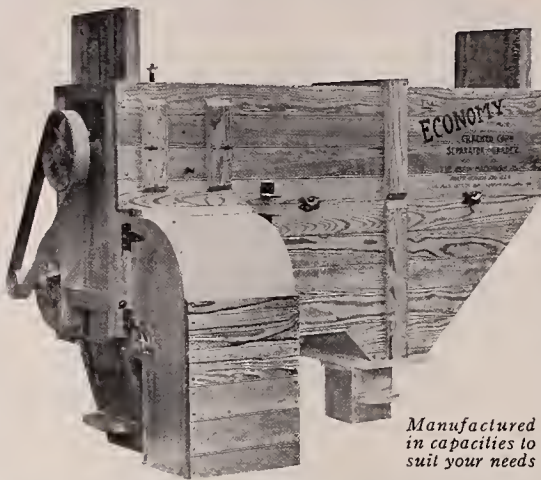
There is a "SCIENTIFIC" somewhere in your neighborhood. Investigate for yourself just what it is doing. Write us today. We will gladly tell you where the nearest one is and give you any other information you wish.

THE BAUER BROS. CO.

(Formerly The Foos Mfg. Co.)

517 Bauer Bldg.

SPRINGFIELD, OHIO

SCIENTIFIC**Do You Sell Poultry Feed?**

Manufactured in capacities to suit your needs

You can secure better prices by giving better values.

Millers and feed dealers just entering the poultry feed field are astonished at the ever increasing demand for good, clean feed.

Take advantage of our free trial offer of an—

Economy Cracked Corn Separator and Grader

—the machine built for your purpose

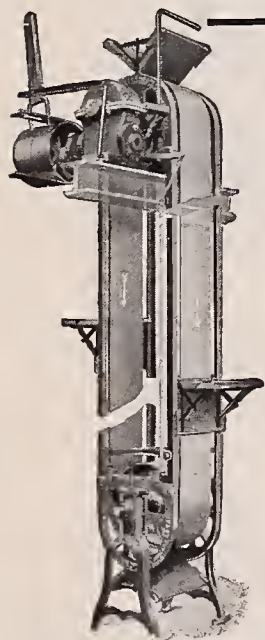
Far less in first cost—requires practically no more power than you are now using—and guaranteed to make cleaner, more thorough and more uniform separations than you thought possible.

Many Millers, Elevator Men and Feed Men are getting into the profitable poultry feed business with the "Economy."

We prove our claims—we ship the "Economy" for trial in your own plant—and pay freight both ways if returned.

We furnish the best in machinery and supplies—from a special machine up to complete equipment for your plant. And we have the services of the most experienced and practical Mill Experts and Feed Men.

Write us—NOW—and let us figure it out for you.

THE GRAIN MACHINERY COMPANY
NORTH VERNON, IND.**This Is the Employee's Elevator**

used in the new One Million Bushel Fireproof Terminal Elevator of the Western Maryland Railroad Co., shown elsewhere in this issue.

"The Humphrey" is the original and standard belt Man Lift.

NUTTING TRUCK CO.

Sole Manufacturers

Faribault

Minnesota

Did It Ever Occur to You

That the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it. We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54-inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

THE

STRONG-SCOTT MANUFACTURING CO.

MINNEAPOLIS, MINN.

Northwestern Agents for The Great Western Mfg. Co., Richardson Automatic Scales, Invincible Cleaners, Knickerbocker Dust Collectors

IT ISN'T AUTOMATIC

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Richardson Scales

ARE

Type Registering**RICHARDSON SCALE CO.**

Specify RICHARDSON AUTOMATIC TYPE REGISTERING SCALE for your new elevator. Don't say "Or Equal." There isn't any "Or Equal." Most of the Reliable elevator builders are glad to use Richardson's. It lessens their trouble.

Chicago
209 South State St.
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If it's a WAGON SCALE you need, you had better see the RICHARDSON SCALE CO. Suspension Bearing. Railroad Track Scale Pattern. No check rods to bind. No balls to freeze up in winter. SOLD ON FIVE YEAR GUARANTEE.

Transit Leaks

are unknown to the grain shippers who use

KENNEDY Car Liners

Enormous Increased Sales prove the Efficiency, Merit and Serviceability of these liners.

The Kennedy Car Liner

is the only device offered the grain shipper that makes a car Leak-Proof. Cheap—Modern—Profitable. Write now for particulars.

THE KENNEDY CAR LINER & BAG CO.
SHELBYVILLE, INDIANA, U. S. A.

MILLERS' MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

Established 1878. Alton, Illinois

Insurance on Flour Mills and Elevator Properties.

Grain Insurance for short terms a Specialty.

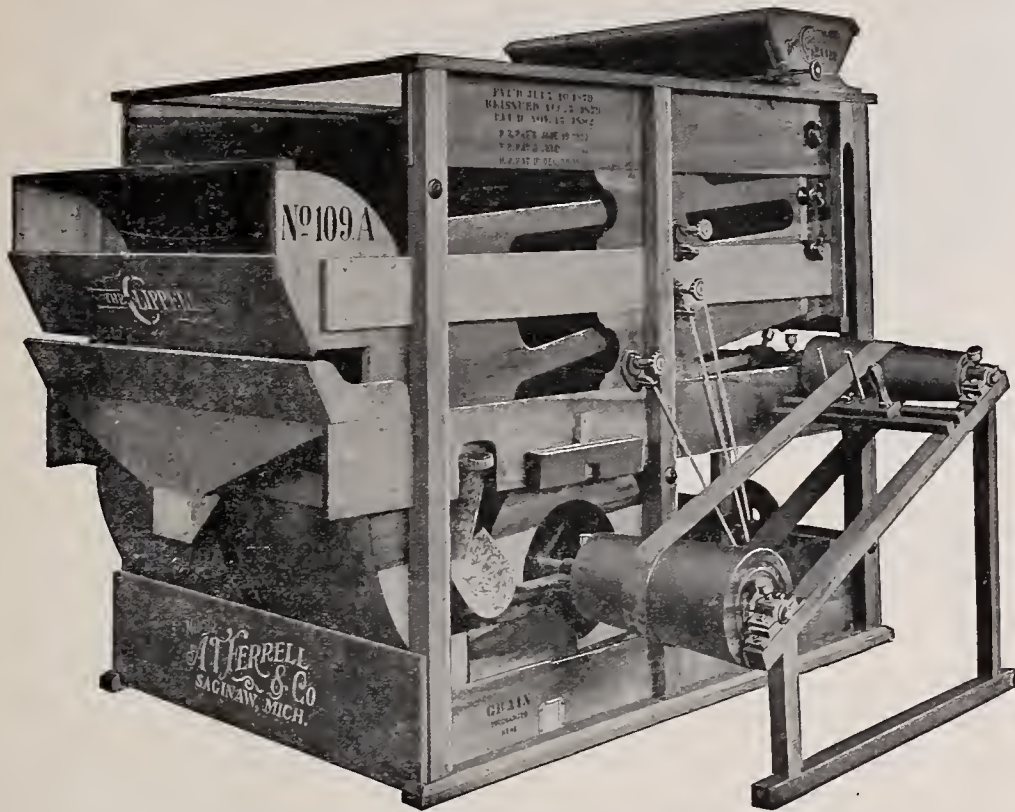
CASH ASSETS - \$548,396.68

G. A. MCKINNEY, Sec'y

Western Department: Rollie Watson, Mgr.
402 Sedgwick Bldg. Wichita, Kansas.

A "WANT AD" in the "AMERICAN ELEVATOR AND GRAIN TRADE" will do the business.

The No. 109-A "Clipper" Cleaner



Write for Latest catalog and prices

is unequalled for handling all kinds of field seeds and grain in local elevators. It is excellent for grading seeds or seed grain, as it carries four screens—three full length and one half length—with our Traveling Brushes on the three lower screens. The Brushes enable you to keep the machine working to its full screen capacity all the time.

It is equipped with our Special Air Controller for regulating the vertical blast, which is a desirable feature. It is very light running, strongly built, easily installed and simple in operation.

We guarantee this machine to give perfect satisfaction on Clovers, Timothy or any other kind of field seed or grain, and it can be operated with one-fourth the expense for power of any suction cleaner of equal capacity. If you are looking for a first class, up-to-date Cleaner of good capacity we should be glad to send you catalog with prices and discounts upon request.

A. T. FERRELL & CO., SAGINAW, W. S., MICH.

THE ELLIS DRIER COMPANY

CHICAGO ILLINOIS
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Bleacher Tower Erected for Saginaw Milling Company,
Saginaw, Michigan

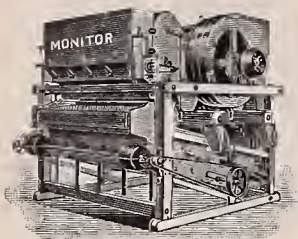
OAT BLEACHERS

Our six years' experience in the erection of oat bleachers in all parts of the U. S. has placed us in a position to serve you in a most effective manner.

Are you prepared to cope with this year's oat crop? You are most decidedly NOT prepared unless equipped with an ELLIS OAT PURIFYING SYSTEM. The ten essential United States Letters Patent covering the process of oat bleaching are controlled by this company.

The Ellis Drier Company

Postal Telegraph Building, Chicago, Illinois



GRAIN GLEANERS



A Sweeping Victory

The largest order ever given for Grain Cleaners & Oat Clippers

for a Grain Elevator was recently awarded to us—for "Monitor" Machines. These "Monitors" are for use in what will be the largest Elevator in the World, the 8,000,000-bushel "Calumet" Terminal now building by Witherspoon-Englar Company for the C. & N. W. Ry. at South Chicago, Ill.—John S. Metcalf Company designing and consulting engineers for the entire work—the Elevator to be operated by the Armour Grain Company. This gigantic Elevator will reflect the combined master efforts of experts who stand high as leaders in large-capacity Elevator designing, building and operating. In the selection of materials and equipment a buying policy that safeguarded every interest of this titanic enterprise was followed. We entered "Monitors" against all competitors—we won, on merit alone. The "Calumet" will have a maximum cleaning and clipping capacity of nearly two and one-quarter million bushels for a twenty-four hour day, and in addition a capacity of 190 to 280 tons of screenings re-cleaning—this work being handled by "Monitor" Oat Clippers, "Monitor" Double Receiving Cleaners and "Monitor" Screenings Separators. In the dust house eight "Monitor" Packers will take care of the dust packing work. Each "Monitor" is to be heavy-service, fire-proof construction—each will embody exclusive "Monitor" features typifying the most advanced test-proven improvements in Machinery of their respective kind. "Monitors" continue to be, as for more than fifteen successive years, the Machines supreme for grain cleaning and oat clipping work. This "Calumet" order would seem to firmly establish the fact in the minds of a possible few grain dealers who may have been slow to realize it. Our literature, sent free on request, should be in your hands as a guide for determining important matters pertaining to Cleaners, Clippers and Smutters.

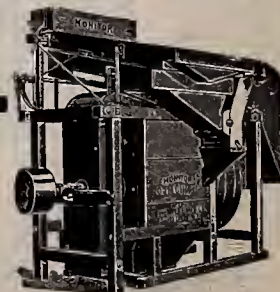
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OATS CLIPPERS & SMUTTERS



Monitor

In use in 85% of the world's
largest, modern equipped grain elevators

A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



Published on the fifteenth of each month by Mitchell Bros. Publishing Co., 431 So. Dearborn St., Chicago, Ill.

Subscription price, \$1.00 per year.

English and Foreign subscriptions, \$1.75 per year.

Established in 1882.

VOL. XXXIV.

CHICAGO, ILLINOIS, JANUARY 15, 1916.

No. 7.

The New Western Maryland Elevator

Million Bushel Terminal House Recently Completed at Port Covington, Md., Ranks as One of the Finest Examples of Modern Grain Elevator Construction.

THE city of Baltimore, more especially its export interests, may congratulate itself on the late increase in facilities in the completion of the new Western Maryland Elevator at Port Covington, the tidewater terminus of the Western Maryland Railroad Company. This elevator was erected by James Stewart & Co., of Chicago, and rivals in beauty of line and finish and in general grain handling appointments, the famous elevator at Girard Point, Philadelphia, itself an epoch-making house.

The Western Maryland house has a capacity of 1,000,000 bushels and is entirely of fireproof construction. It can receive and unload 120 cars of grain in 10 hours and load 140 cars during the same period. Boats can be loaded at the rate of 60,000 bushels per hour and the total handling capacity per year will be approximately 30,000,000 bushels of all kinds of grain.

The entire plant consists of a work house with

heavy concrete dock in front, a storage annex, drier house, track shed, transformer house, screenings house, dock galleries, and overhead conveying galleries which connect the working house with the storage annex. The dimensions of the work house are 72x62 feet with height of 188 feet. The first floor has a height of 25 feet, over which are 53 bins of various capacities arranged to discharge into two No. 11 Invincible Warehouse Separators. The track shed houses four lines of tracks and two cars may be unloaded at the same time on each track, discharging their grain into 2,500 bushel pits beneath. From these pits two 36-inch rubber conveyor belts run in steel lined tunnels to the receiving legs of the work house.

As the grain is received it is conveyed by the two 15,000-bushel-per-hour receiving legs to the cupola and discharged into five 2,200-bushel garners. From these garners it is discharged into a 120,000-

pound scale hopper and after weighing is spouted to any one of the working house bins, to car, or to the dock side of the work house into boat for export.

Grain which has been cleaned is again lifted to cupola, weighed and then spouted to one of the three long conveyor belts which lead to the storage annex where it goes to one of the large bins for permanent storage. One of the features of the track system is the fact that the track nearest the work house can be used for loading cars as well as receiving purposes. Two car loading spouts are provided on one side, which with bifurcated car loaders, will fill a car in a very few minutes entirely by gravity.

The storage annex consists of 24 circular reinforced concrete tanks with inside diameter of 20 feet 8 inches and height of 97 feet. The galleries connecting with the working house through which



THE NEW 1,000,000-BUSHEL CONCRETE ELEVATOR AT PORT COVINGTON, BALTIMORE, MD.
Erected by the Grain Elevator Department of James Stewart & Co., Chicago.

run the three conveyor belts, have a span of 78 feet. All the tanks are hoppers at the bottom and provided with spouts and gates so as to discharge on to one of two 36-inch belt conveyors running in a tunnel beneath, and leading to the two shipping legs of the work house. The grain is then carried to the cupola, weighed and spouted to shipping bins.

The steel loading gallery extends along the dock on each side of the working house a distance of 940 feet and at a height of 67 feet above the dock level. Two 36-inch conveyor belts carry the grain through this gallery, which is provided with telescoping boat loading spouts every 60 feet along the water front so that a boat can be loaded resting at any point along the dock. A pneumatic marine tower is stationed at the extreme inland end of the gallery, equipped with conveyor belts, scales and machinery to draw the grain from boats and carry it, after weighing, through the gallery to the work house.

The plant includes a Hess Drier having a capacity of 1,500 bushels per hour, and is so arranged that amounts of 1,000, 660 or 330 bushels may be handled as desired. There is also a two unit Morris Drier, each unit having a capacity of 1,000 bushels per hour. Directly over the Morris Drier is a concrete garner holding 2,500 bushels, which feeds the grain to the drier. Directly under it is located a cooler of the latest improved type. Separate fans are placed on both cooler and drier and an electrical recording thermometer on the drier gives a continuous record of temperature at all times, a great convenience to the operator.

The drier house is of heavy concrete construc-

tion and located at one end of the work house so that grain may be spouted directly to the driers from the work house bin floor. After passing through the driers the grain is loaded on a special belt conveyor and carried to the work house legs, where it is elevated to the cupola from where it is stored, shipped by boats or loaded into cars.

The elevator is equipped with electric motors for power purposes, electric lighting, and telephone system. The electric current is brought from the Consolidated Gas, Electric Light & Power Company into the work house through a transformer house located at one end of the work house. Like the rest of the plant, this house is entirely of reinforced concrete construction, two stories high, with a basement. The rope drive, sheaves, pulleys, shafting and bearings were supplied by the Weller Manufacturing Company of Chicago, Ill., and the trippers, conveyors, pulleys, conveyors, elevating and conveying machinery was furnished by The Webster Manufacturing Company of Tiffin, Ohio.

To outfit this large elevator there was required some 6,791 feet of rubber belting furnished by the Gutta Percha & Rubber Manufacturing Company of Chicago, Ill. The Humphrey Employees' Elevators with which the house is equipped were supplied by the Nutting Truck Company of Faribault, Minn.

The first steamers to load grain at the elevator were the *Tuborg*, with 120,000 bushels of corn, and the *Glenrahan*, with 50,000 bushels of barley. Baltimore has long been a prominent export grain port and the facilities offered by this new house will make it more popular than ever.

cost of coal and other factors all having something to do with this proposition.

It is sometimes suggested to the elevator operator who has a grain drier that he ought to use exhaust instead of live steam for this feature of the business; but while this is a possibility, it is such a debatable question that it would hardly do to make an unqualified suggestion along this line.

Some high engineering authorities are sponsor for the plan of using exhaust steam in grain drying, but on the other hand practical elevator men are likely to be found strongly favoring the use of live steam instead. And there is nothing so convincing as successful practice along a certain line.

One veteran member of the trade, to whom the subject of using exhaust steam in his drier was broached, admitted that he had considered the proposition several times.

"There is an apparent saving to be made, of course," he conceded, "by using exhaust steam, but that is not the most important thing to be considered. The question of getting the grain properly dried and in the shortest possible time is the big element, and I don't believe the results can be secured with exhaust steam."

"Even using live steam in the pipes, condensation is more than sufficiently rapid, making frequent trapping of the steam pipes necessary, and I am sure that trouble from this source with exhaust steam would be much greater."

"During rush seasons, as far as the use of the drier is concerned, when we have a lot of heated corn to take care of, we often operate the drier at night, and not the remainder of the elevator. In that case we would have to use live steam, anyhow."

"Speaking generally, I can't see that there would be any improvement to be gained by the use of exhaust steam in this connection."

This contention is borne out to a certain extent by the experience in a somewhat allied field, where spent grain from brewing and distilling operations is dried by means of a specially designed machine, somewhat different from the grain drier, but using steam heat to get the results. The engineers of the company making this drier, after testing exhaust steam, live steam and superheated steam, have come to the conclusion that for most purposes live steam is the best.

This discussion is somewhat of a digression from the principal topic, though it bears upon it on the general ground of the possible disposition of exhaust steam. It is perfectly evident, however, that there are plenty of ways in which to use this by-product of the steam plant, and that not to use it means simply throwing away something of value, which might enable a little larger dividend to be paid on the investment.

If the grain man concludes that he doesn't want to use it in his drier; if he doesn't care to invest in an ice machine or some other special equipment that will absorb its value; if he cannot find a customer among the other industries of the town—such as a planing-mill owner who needs additional steam for the operation of his dry-kilns—then he ought by all means to put in the necessary equipment for recovering it for his own use. The investment needed would not be large, and, if it were made with proper study of the field, it would be a constant evidence of profit. It costs money to raise water from 40 or 50 degrees to 212; and if this work can be reduced by using the exhaust steam for the purpose of raising the temperature of the water before it is fed into the boiler, then money is surely being saved.

The plan of selling exhaust steam appeals to the average man most, because it has all the aspects of a "trade," and gives him a chance to work in a good-sized profit. The difference between the cost of steam, made, and that which is bought as the exhaust of another's engine, is likely to be clear profit to the buyer, however, and consequently the elevator which has steam to sell can often make a good bargain, and yet one that will be thoroughly satisfactory to the other party. It is chiefly a question of finding the man who needs the steam.

Making Money Out of Exhaust Steam

Elevator Operator Who is Throwing It Away Has Numerous Opportunities to Recover Value—Heating Boiler Water, Ice Plant and Sale to Near-by Industries Suggested

By G. D. CRAIN, Jr.

DURING the past 10 years the disposition on the part of business men to examine their waste-piles for opportunities to recover something of value has been emphasized by the profitable results that have been recorded in connection with a good many of these experiments in economy.

With the development of better methods of refining ore, metal miners have returned to their slag-piles and recovered materials which with the new treatment have yielded handsomely. Sawmill men, instead of building burners to take care of their waste, are considering the possibilities of paper-making and the recovery of valuable products through distillation; and other industries have followed the same course.

In the manufacturing plant the owner and superintendent have watched for opportunities to overcome the waste of labor, the waste of material; and usually attention to such a subject has disclosed plenty of leaks needing attention. In the average plant waste develops as a matter of course—unless somebody is on the job to eliminate it as soon as it makes itself evident.

Around a grain elevator waste does not seem as likely to occur as it might in some other lines of business. The grain is handled in and out, with no more loss than the invisible factor usually takes toll of, and the labor is supervised closely enough to see that there is not more than a little soldiering on the part of the crew.

Yet the elevator is a consumer of power, and in its manufacture and distribution, except in rare cases, there is a good deal of waste, and numerous openings for the introduction of economy. To take but one of the numerous items under this head, there is the matter of exhaust steam.

What are you doing with yours?

Of course, if you are running it through a feed water heater, and getting its heat back into your boilers, there is no criticism to be made, because

you are recovering the heat that has been stored up in it at the expense of the coal you are burning. But if you are wasting it on the atmosphere, you are overlooking a good bet.

You can certainly use it for heating purposes, and if there are a few large buildings close enough to your own, it might even be piped underground to them for this work. One country elevator man has his home right across the road from the elevator, and he has it comfortable all winter, steam heated, usually with the exhaust from the plant.

One of the greatest opportunities nowadays lies in connection with the sale of exhaust steam for use in ice manufacturing. A very popular type of ice machine is operated with exhaust steam, and while many purchasers already have boilers which they are using for other purposes, so that the exhaust steam is ready, as a by-product, for use in the operation of the ice-making equipment, some even go to the expense of putting in boiler plants to provide steam because no exhaust is available. And using live steam when exhaust would do just as well is paying a good deal more for the product than it really ought to cost.

This suggests that the elevator man in the country district who has plenty of exhaust steam, that he doesn't know what to do with, might solve his problem, and incidentally add to his income, by putting in a small ice-machine and supplying the local demand for that commodity. Machines are made in as small sizes as five-tons-a-day capacity, and one of these might fill the bill in a country district.

If the grain dealer doesn't like the idea of getting into the ice business, feeling that he has troubles enough as it is, and that he wants to keep a few friends in this vale of tears, he might sell his exhaust steam to somebody else for use in running an ice machine. Such things have been done in numerous cases. It is sometimes difficult to arrive at the fair valuation of the steam, the

Grain Trade Interests in the New Congress

Bills on Grading Grain, Inspection, Warehousing and Future Trading Already Introduced—Prospect of the Bills Discussed—Personnel of the Committees Having Them in Charge.

By WALDON FAWCETT

Washington Correspondent of the "American Grain Trade"

EFFORT to secure legislation of one kind or another affecting the grain trade has started with a rush in the new Congress at Washington. The first session of the newly-organized national legislature is young as yet, but already a number of grain bills have been introduced in the two houses of Congress and referred to the Committee on Agriculture of the Senate and the House of Representatives. And, inasmuch as this is a "long" session of the law-making body and likely to extend into the late spring or summer it is a fair presumption that we will have considerable talk on topics of concern to the grain trade whether or not we have definite action.

In an effort to forecast the situation for the "American Grain Trade" a pretty thorough canvass of Congressional circles has been made. The sentiment of influential Senators and Representatives has been sounded with respect to grain questions and as a result of this investigation certain probabilities stand out. That we are to have plenty of proposals in Congress for grain trade "reforms" has been manifest since the day Congress opened. But the mere introduction of bills signifies nothing,—the question is what bills among the thousands of measures of all kinds cast into the hopper at the Capitol stand a chance of being enacted into law.

That a grain grades bill will pass both houses of Congress and be signed by the President is the almost unanimous prediction of the best-informed men in the Senate and House, but it is admitted that ere the act finally gets on the statute book there may be minor changes from the form of bill that became familiar to grain men during the last session of Congress. Another outstanding fact is that little if any time will be devoted by either Senators or Congressmen to public hearings with respect to the proposed legislation that was the subject of extended hearings last year. To be sure, the committees that will be called upon to report upon the bills now pending have been reorganized in the present Congress and include new members who were not present at the hearings last year, but the number of these new committeemen is comparatively small and inasmuch as all the testimony taken last year (and even the testimony on Federal grain inspection taken in the year 1908) has been reprinted for the guidance of the newcomers it is felt that there is no necessity for covering the same ground over again.

Already, however, a number of requests have been received from various quarters asking for hearings not only with reference to the standardization of grain grades but likewise with respect to the so-called "warehousing bills." Just here it may be added that the investigation made for the benefit of readers of this journal indicates that a hot fight in the Senate is inevitable on the warehousing proposition. Friends of the measure express confidence that it will get through the House of Representatives but it is conceded that strong opposition will be encountered in the Senate.

Mr. Moss of Indiana, whose name was borne by the Grain Grades Bill in the last Congress, is again to the fore in the 64th Congress as sponsor for the same bill "for securing the uniform grading of grain, preventing deception in transactions in grain and regulating traffic therein." This measure which is substantially the same proposed in the past is now House of Representatives Bill No. 4646. In the Senate this same bill has been introduced by Senator Gore, the measure in the upper house being designated as Senate Bill No. 2407. The appropriation proposed for carrying into effect the provisions of the bill is \$125,000.

Senator McCumber has also introduced a bill for the inspection and grading of grain and it is with

reference to this McCumber Bill—known as Senate Bill No. 830—rather than the Moss-Gore Bill above mentioned that most of the current requests for hearings have to do. The McCumber Bill specifically provides not only for a central bureau of grain inspection and grading at Washington but likewise for a chief grain inspector and assistants to be stationed at such grain centers as Portland, Maine; Boston; New York; Philadelphia; Baltimore; Chicago; Minneapolis; Duluth; Superior; Kansas City, Mo.; St. Louis; New Orleans; Seattle; Tacoma; and San Francisco.

The Secretary of Agriculture is authorized in the McCumber Bill as in the others to fix grain standards, but he is given permission in inaugurating the work to adopt the standards of classification and grades now recognized by commercial usages or established by the laws of any State or boards of

riculture is empowered, as in other similar bills, to appoint inspectors, fix grades, etc.

Common carriers are required, under the Curtis Bill, to notify inspectors of the arrival of grain-laden cars, boats, barges, etc., and after inspection has been made a copy of such inspection is to be placed inside the car or boat and a copy mailed to the consignor or his agent. Certificates of weight on all shipments of grain, hay and straw are also called for, to be issued in duplicate as above indicated. This bill likewise puts upon persons or firms loading grain, hay or straw out of warehouses or elevators responsibility for furnishing to the inspectors statements as to the grade and quality of shipments and where grain of different grades has been mixed the amounts so mixed in the loaded car or boat must be shown.

Unlike other grain grades bills this one does not leave to the Secretary of Agriculture the fixing of fees but sets forth a schedule as follows: "For inspecting grain, 50 cents per car; \$2 per boat or barge under 5,000 bushels, and \$1 additional for each additional 5,000 bushels; for weighing grain 50 cents per car, \$2 per boat or barge under 5,000 bushels and \$1 additional for each additional 5,000 bushels." Fees are to be the same for weighing in or out of a warehouse or elevator. For inspecting



RECENT VIEW OF THE CAPITOL AT WASHINGTON WHERE CONGRESS IS NOW IN SESSION

trade at terminal points or chambers of commerce and he is furthermore given authority to modify or change grades from time to time "for the best interests of the interstate and export grain trade." By this bill obligation is placed upon railroads, steamship companies, or other firms, corporations or private individuals engaged in the transportation of grain to notify the chief inspector at a place of destination within 24 hours of the arrival of any shipment, cargo or load of grain. Willful unloading of uninspected grain is prohibited. Chief inspectors are to issue certificates of inspection in accordance with fees scaled to provide merely sufficient revenue to meet the necessary expenses of the inspection service. Provision is made for appeals from an inspection and it is stipulated that no inspector or deputy inspector shall be interested directly or indirectly in the handling, storing, shipping, purchasing or selling of grain. Senator McCumber's bill provides for an appropriation of \$850,000 to launch this grading and inspection system.

Senator Curtis, another legislator from the "grain belt," has likewise introduced a bill providing for the inspection, grading and weighing of interstate shipments of grain and hay. This measure, known as Senate Bill No. 2464 provides "that whenever the consignor or his agent shall note on the bill of lading 'no inspection desired' or words to that effect, none shall be made." The Secretary of Ag-

hay and straw the bill provides for a fee of \$1.50 per car and 5 cents per ton attaching tags to each bale; 5 cents per ton for boats and barges, with 5 cents per ton additional if tags are attached to each bale (this being optional). For weighing hay and straw the proposed fee is 50 cents per car and 1 cent per ton for weighing the contents of a boat or barge. Duplicate certificates after service has been performed would be 10 cents; moisture tests, 25 cents; extra samples, 25 cents. Charges for inspecting, sampling and weighing are to be collected and paid by the carrier and shall be considered as advance charges. Inspectors must report to the Secretary of Agriculture once a month and forward a sum of money equal to 5 cents per car and 15 cents per boat and barge, inspected, sampled and weighed during the month.

The warehouse proposition with which many of our readers became familiar during the final session of the previous Congress has again bobbed up this year. The "Warehouse Act" which authorizes the Secretary of Agriculture to license grain and cotton warehouses has not, at this writing, been introduced in the Senate where its most formidable foes lie in wait, but it has been launched in the House—as House Bill No. 83—by Congressman Lever of South Carolina. As Chairman of the Committee on Agriculture of the House, Mr. Lever occupies a strategic position and he evidently intends to use this position to further the chances of his

Some New Cereal Disease Investigations

An Extension of the Activities of the U. S. Bureau of Cereal Investigations Due to Increased Appropriation Promises to Be of Great Benefit to the Grain Trade

bill. The bill, it may be added, does not differ essentially from the previous presentation of the proposition.

A bill of some interest to grain men is that designated as House Bill No. 3055 introduced by Representative Oldfield of Arkansas and referred to the Committee on Agriculture. This bill would make it unlawful for any person to send or cause to be sent any message offering to make or enter into a contract for the purchase or sale for future delivery of wheat, oats, corn, etc., without intending to actually make delivery or to receive the grain contracted for. Fines of \$100 to \$1,000 are provided for violations. It is also provided that any seller of grain making a contract for future delivery must furnish affidavit that he is the owner or intends to become the owner of such commodity. Finally the bill declares unmailable all advertising or printed matter designed to promote speculation in grain as above outlined.

Grain men who were satisfied with the complexion of the Senate Committee on Agriculture in the last Congress will find little cause for uneasiness

UNCLE SAM, in his role of specialist in cereal diseases, has lately undertaken some new investigations that, directly or indirectly, should have considerable significance for the American grain trade. Strictly speaking, the new program should, perhaps, be designated as an extension and expansion of activities already entered upon rather than a brand new project. However, the effect is the same whichever way you put it—namely, fresh research work that has been sorely needed and the scientific scrutiny of certain cereal diseases newly discovered in the United States and the importance of which is a conundrum.

A sudden burst of generosity by Congress is the explanation of this fresh onslaught against cereal

various year. To the surprise of some of the Federal officials concerned, not only was this \$5,000 fund promptly allowed, but they were told that they might just as readily have had \$40,000 if they had shown that it could be profitably expended—so aroused are the grain growers and their Congressional representatives to the perils of cereal disease.

With the additional funds that have lately become available for rust investigations there have been inaugurated five lines of work, practically all of which are new. First, there is a study of the rust-in-seed problem and certain physiological studies related to it, such as the influence of temperature, moisture, and "host" characteristics on



WHAT DISEASE DOES TO BARLEY
Sound head and head covered with smut.



DISEASED AND HEALTHY WHEAT
Smutted head and kernels compared with sound grain.



LOOSE SMUT OF WHEAT
Four heads at various stages of disease.

ness over the revised personnel of this body which has the say as to what grain bills can come to a vote in the upper house of Congress. There have been only a couple of changes in the make-up of the committee, one of these the addition of Senator Wadsworth of New York, who may be expected to have an eye open with respect to the needs of the elevator interests at Buffalo. In addition to Chairman Gore, the Senate Committee now comprises Senators George E. Chamberlain of Oregon; Ellison D. Smith of South Carolina; Hoke Smith of Georgia; Morris Sheppard of Texas; John F. Shafroth of Colorado; Joseph E. Ransdell of Louisiana; William H. Thompson of Kansas; Edwin S. Johnson of South Dakota (who replaces Joseph T. Robinson of Arkansas); Francis E. Warren of Wyoming; Carroll S. Page of Vermont; Asle J. Gronna of North Dakota; James H. Brady of Idaho; George W. Norris of Nebraska; William S. Kenyon of Iowa; and James W. Wadsworth, Jr., of New York.

In the House of Representatives the Committee on Agriculture comprises in addition to Chairman Lever, Congressmen Lee, Candler of Mississippi, Heflin, Rubey, Young of Texas, Jacoway, Leshner, Reilly, Doolittle, McDermott, Overmyer, Steele of Iowa, Haugen, McLaughlin, Hawley, Howell, Helgesen, Anderson, Wilson of Illinois, Ward and Kalaniana'ole. On both committees the grain producing sections are well represented.

diseases. The mere circumstance that Congress has cheerfully granted increased funds for this work, at a time when the appropriations for almost all other classes of agricultural work have been reduced or held at the old level, indicates how thoroughly aroused are the grain interests to the menace of the rusts, the smuts and other diseases. However, if, as has been estimated, the annual loss from cereal diseases in the United States amounts to more than \$45,000,000 and more than half of this loss, or, to be exact, a drain of \$25,000,000, is due to preventable disease, it is high time that we had energetic action in the matter and any expenditure within reason would be justified in order to stamp out the evil.

That not even the officials of the U. S. Department of Agriculture have realized how deeply the country is stirred on this subject is illustrated by the circumstances in connection with the current loosening of Uncle Sam's purse strings. Spurred to action by Congressmen representing the grain-growing district of the Northwest the officials of the U. S. Bureau of Cereal Investigations when making up their estimates or "budget" for the fiscal year 1916 decided to ask for increased funds to fight the cereal rust. With the Departmental injunction "keep expenses down" ringing in their ears, they timorously asked for an increase of \$5,000 for this work over and above the sum allotted the pre-

development of the rust organism and the severity of infection. This is chiefly a physiological study, but it has considerable economic significance in that it may lead to more definite information on the manner of infection of the plant.

Second of the plans under this era of more liberal financing of cereal disease investigations is that for an investigation that will aim to determine the relationships of grass rusts to cereal rusts. In this connection a study will be made of the seasonal migration of rusts and of their distribution. These undertakings will be carried on in co-operation with the Minnesota investigators and just here it should be mentioned that in the future as in the past most of the work of the Agricultural Department aimed at the control and elimination of the plant diseases that cause such havoc in the grain fields will be executed in conjunction with one or another of the State Experiment Stations—such as those in Minnesota, Kansas and Washington—officials of which have already taken such helpful interest in this campaign for grain conservation.

The purpose of the third of the new endeavors of the cereal disease specialists is to add to existing knowledge regarding rust resistance and the nature and cause of rust epidemics from a geographic standpoint. The new work in these lines will be shared by the experts of the University of Tennessee. "Team work" with the Iowa State College

will characterize the fourth of the new moves in behalf of bigger grain yields. By means of inoculation experiments there will be ascertained, if possible, all of the species of buckthorn that carry the first stage of the crown rust of oats. The solution of this question, which is as yet wholly undetermined in this country may, it is predicted, prove of the utmost importance in preventing rust.

Fifth and last of the projects made possible by



LOOSE SMUT OF BARLEY

Five heads at various stages of development compared with healthy heads.

the additional financial backing for the fight on cereal disease is a sort of census of rust epidemics, particularly in the northern Great Plains region and in the Southern States. The responsibility for this reportorial work will rest with the field agents of the Department of Agriculture who will make constant observations next summer to determine the occurrence and severity of the rust epidemics. Incidentally they will endeavor to collect any other data that may have direct bearing on the cereal rust problems. It is expected that the new Congress will still further increase the appropriation for the investigation and control of cereal diseases, and if this comes to pass all the above lines of work will be elaborated and yet others initiated.

In the near future the cereal disease specialists will start an investigation to ascertain the distribution, severity and general economic importance of a rust newly discovered in the United States, namely the *Puccinia Glumarum*. This rust has long been known in Europe and Japan, but now menaces grain in Arizona, on the Pacific Coast and in some of the Inter-mountain States.

The Bureau of Cereal Investigations has this year been enabled to add greatly to its facilities for breeding cereals and will enlarge the scope of its breeding work in Minnesota to discover rust resistant. In the newly-inaugurated breeding and selection work in Tennessee especial attention is being given to the winter wheats of that section of the country. Similarly, in Kansas will there be a continuation of the work of breeding Kansas and Nebraska varieties of winter wheat for rust resistance. Indeed varietal resistance in all its phases is now receiving much attention from the Federal experts in this field.

New regulations, or at least counsel for added precautions, may be expected if the experts on the rust-in-seed problem are able to develop their theory that when seed wheat in badly rusted fields carries the rust in seed the infection that results is responsible for more or less serious epidemics. Apropos of rust infection there will be equal inter-

est in the outcome of the attempt to determine the relation of certain wild grasses to the over-wintering of rust spores.

In his cereal disease work Uncle Sam has the facilities of a well-equipped laboratory at Washington, D. C., where microscopic, cultural and other studies of the disease—causing organisms are carried on during the greater part of the year and supplementing this are the field nurseries, such as the one at St. Paul, Minnesota, where extensive hybridization and selection experiments are conducted. By means of such facilities it is possible to determine from the greenhouse and nursery cultures of a number of varieties of wheat and other small grains the relative resistance of each and the relation of growth factors to infection. Of especial importance to the grain trade and the milling interests is the crossing of rust-resistant Durum wheats and other resistant varieties on varieties noted chiefly for milling and bread-making qualities, the object being to obtain good, all-purpose and rust-resistant strains. By the use of radioatmometers the Government experts are obtaining more precise



SOUND OATS SHOWN IN DEADLY PARALLEL WITH DISEASED OATS

knowledge of the relation of growth factors, and other means to the same end are found in more refined methods of recording relative humidity, soil and atmospheric temperatures, etc.

By means of "team work" in the Government laboratory and in the greenhouses the grain doctors hope to make effective their investigation of the water requirements of rust-infected wheat and oat plants of various varieties just as they have already been able to translate their scientific investigations into terms of the practical through the medium of extensive milling and baking tests with reference to a number of rust-resistant hybrids. But that the Government laboratory has important function quite aside from this co-operation with greenhouse work is attested by the study being made of the chemistry of infection to obtain more data on the physiological behavior of the host plant and of host tissues when they are subject to invasion by the rust organism.

Whereas the rust work is just now very much in the limelight owing to the boost that has been given it following the recent rust epidemic in the Northwest it would be the greatest kind of a mistake to convey the impression that this is the big end of the work of Uncle Sam's cereal disease fighters. Fully as important are the investigations of the smuts—the smuts of corn, sorghum, broom corn and the small grains. To be sure, the rusts have been looked upon as a peril more or less appal-

ing because so few practical preventive measures have been devised other than the use of wheats of the Durum group. But if loose smut of barley causes an annual loss of 2 per cent of the crop and the oat smut is responsible for an equal waste, to say nothing of a 1 per cent loss due to wheat smut and variable losses from corn smut it can readily be figured that the bug-bear of the smuts is one that justifies all the efforts the Government can put forth to combat it.

For fighting the smuts the Federal authorities have this year set aside the sum of \$5,400, an appreciable increase over the amount allowed last year. In all smut work the object is, of course, to investigate the life histories and physiology of the smuts; to devise methods of control; and to secure information pertaining to the distribution and economic importance of the smuts. As with the rusts, field and laboratory work go hand in hand in the effort to determine the behavior of host to parasite and vice versa. Experiments are being made all the while with various soil fungicides and sprays and field and greenhouse cultures are studied to ascertain unknown or obscure facts concerning the life history of corn smut.

Of especial interest among the work outlined for this year may be mentioned a series of field experiments for the purpose of determining the necessary length of rotation period for the prevention of bunt or stinking smut in the Pacific Northwest. At the same time laboratory and field experiments are being conducted to determine accurately the influence of soil moisture and soil temperature on the infection of wheat by bunt organism. Of the loose smuts of wheat and barley there is now being made a most careful study of the process of infection in order to develop practicable means of control and measures of prevention. Oat smuts, too, are being most closely scrutinized as to



WHAT DISEASE DOES TO CORN
A young ear badly infected.

their distinctions, life history, etc., and the application of these results to a critical study of the immunity of Burt oats is projected for the near future.

It is in the sphere of smuts that the U. S. cereal disease specialists have accomplished the big results that justify all the expenditures that Uncle Sam is making or has made upon this whole crusade. An annual preventable loss of \$38,000,000 is enough to make any practical grain man sit up and take notice. That is the aggregate saving that is claimed can be made by the use of the methods of prevention which have been worked out for bunt

or stinking smut of wheat, covered smut of barley and oat smut. Incidentally, it may be added that the Federal experts have found the kernel smut of sorghum to be preventable and they are now at work upon the loose smut of rye which was discovered in 1913.

The smuts and rusts are giving the Federal cereal doctors the most trouble, partly by reason of the fact that they are the most widely distributed, but there are a number of miscellaneous cereal diseases to get the better of which Uncle Sam is spending several thousand dollars a year. These illnesses of the grain family include the ailments commonly referred to by such names as wilts, scabs, blights, etc. Almost without exception these may be referred to as soil diseases inasmuch as their spores have the power of living in the soil as well as on the straw, leaf or seed of their host plant. They are caused, as are the rusts and smuts, by parasitic fungus plants which get their nourishment from our cultivated green plants. This year Uncle Sam's holders of the title "Cereal M. D." will devote especial attention to the diseases of rice, the efforts including field and laboratory experiments to determine the possible relation of certain fungi to straight-head disease and to seedling blight. The Wisconsin Experiment Station is this year, as for some time past, aiding the Department of Agriculture in studies of the diseases of barley and tests of methods of control by means of formalin and other fungicides. The work mapped out for the current twelve months also includes operations to determine the cause of flax canker and "sleuthing" with the object of unearthing hidden facts regarding flax wilt and the wilt of buckwheat.

What has been accomplished in the 15 years since this cereal disease fight was started by the national government proves that Uncle Sam's experts can be relied upon to devise a remedy for almost every disease that may attack growing grain. Or if, as may be the case with certain rusts, no satisfactory preventable measures can be devised, these specialists can be depended upon to eventually provide the grain growers with new varieties which will be equal in all respects to the old, commonly grown sorts and on top of that will have the advantage of being immune or at least resistant to disease. Merely the rotation of crops, which the experts are coming to urge so strongly as a means of controlling smuts may, if extensively practiced, come in time to have considerable influence upon the grain trade.

ARCHANGEL AWAKES

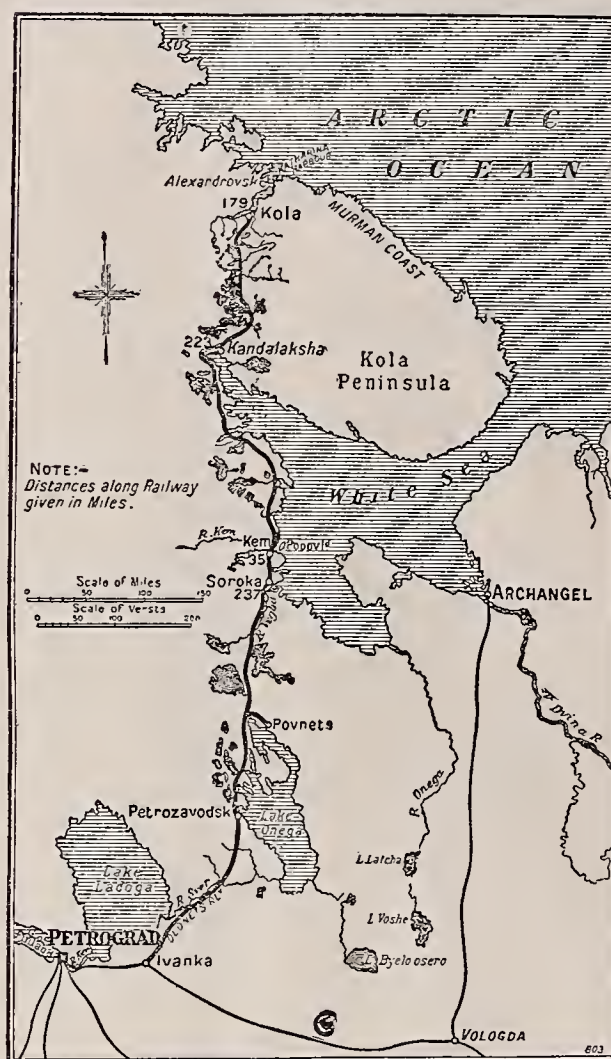
Some ten years ago the port of Rosario in Argentina sprang up in a single season and is today one of the great grain shipping ports of the world. It had every advantage as a port and only awaited the development of the hinterland to bring it into prominence. Much more sensational, because of the unusual conditions which brought it about, is the recent growth and development of Archangel in Russia, the only open port for the European Empire. Vladivostok at the eastern terminal of the Siberian Railway is the only other outlet Russia has at present, and the journey from the Ural Mountains to the Japan Sea is long, tedious and expensive, and the railroad terminals and equipment are wholly inadequate to bear the new demands made upon them. To Archangel, then, the eyes of Russian foreign traders naturally turned, although that port had existed for many years through the cold Arctic winters, with little or no encouragement from Government or private interests.

There was a little narrow-gauge railroad that served to carry the meager supplies to the town and to bring back the produce from the sea and forests which had accumulated there. Modern terminal arrangements were not called for and so did not exist. But within the past year a wonderful change has taken place in spite of the natural handicaps to the development of the port. A year ago a few fishing boats constituted its port fleet. Today it is one of the most important ports in the world. Between May 1 and August 1 of the year

1915 about 300 large steamships discharged their cargoes, besides an immense number of smaller craft and river barges, some of them of 2,000 tons capacity, which had been diverted from the Volga River traffic.

Imagine the confusion and bustle at the port. There were three or four small piers a year ago; now there are 35 large enough to accommodate the ocean liners; there were no warehouses then, now there are 100, all built within the year. The railroad is entirely inadequate to handle the volume of merchandise that has arrived, but the river service to Vologda, about 400 miles south, has been extended until it takes care of the newly arrived goods in fairly good shape. From Vologda there is a standard gauge railroad to Moscow and St. Petersburg, distant about 250 and 300 miles, respectively.

The White Sea, which is the deep gulf from the



ARCHANGEL'S LOCATION AND CONNECTIONS

Arctic Ocean, near which Archangel is situated, freezes up in October, but it is estimated that before navigation closed last fall 1,000 ships averaging 5,000 tons each had made the port. During the summer months from 270,000 to 360,000 tons of wheat were shipped out of the port, and the fall shipments will probably exceed that amount. During the present season this amount of grain will hardly be a factor in the world's exports, but with the improvements now under way completed Archangel may jump into the front rank of grain ports.

Of special interest is a message from Petrograd to the *Paris Journal* that the new railway from the Russian capital to Ekaterina, a port in the Arctic which is free from ice throughout the year, was to be open for war traffic at the beginning of November. This new line has been built under the direction of American engineers, an army of 10,000 men, mostly prisoners, having been employed upon it. The terminus on the edge of the Arctic is Ekaterina, on the northern coast of the Gulf of Kola, where large docks and sheds have been constructed. This new railway with double lines is 1,200 miles long, and has been built in six months. Boats unable to reach Archangel will be able to go to Ekaterina at all seasons.

Kola Bay is almost the extreme northwest point of European Russia, being only about 70 miles

from the Norwegian frontier. The new port is also known as Katerna and is, of course, connected by telegraph with the interior of Russia and this country.

ARBITRATION DECISION

The first decision of the new Arbitration Committee of the Grain Dealers' National Association, consisting of D. I. Van Ness, Elmer Hutchinson and E. C. Eikenberry, was relative to a claim for \$30, made by E. K. Lamont & Son of Philadelphia against T. A. Grier & Co. of Peoria.

The claim was for discount of two cents per bushel which the former allowed a customer on a car of oats bought of the latter. The oats were bought No. 3, white oats, Peoria grades, to arrive cool and sweet. Peoria inspection certificate of this grade was presented but oats on arrival were graded No. 4, badly stained and unsound. This inspection was supported by a personal letter from John O. Foering, chief grain inspector at Philadelphia. The plaintiffs claimed that a similar discount had been accepted by other Peoria firms under like circumstances.

In awarding the decision the Committee held:

"First. That the settlement made by plaintiffs with party to whom they had oats sold and settlements made by other Peoria firms with the plaintiffs have no bearing on the case in question.

"Second. That the Philadelphia inspection certificate does not show that the oats shipped on contract in question were not sweet.

"Third. That the letter of the chief inspector written more than two months after the oats were inspected cannot change the inspection given to the oats on arrival, viz.: 'New No. 4 white badly stained and unsound.' It is the opinion of the Committee that in the grain trade the term 'cool and sweet,' when applied to oats, means oats not heating, musty, sour or badly bin burnt.

"In the absence of evidence showing that any of these terms could be applied to the oats in question, the Committee decides that the amount claimed shall not be allowed and that the expense of arbitration be paid by the plaintiffs."

ADVICE FROM AN EXPERT

The following questions were received recently by the *Journal of Commerce and Commercial Bulletin* and answered by the experts on the staff of that paper:

Definition of "Reasonable Time."

New York.—What is the reasonable time in which a railroad company is said to be compelled to deliver freight? How does it compare with the passenger time upon the same road? What is the penalty for not delivering the goods within a reasonable time? T. H.

Reply.—A carrier is liable for all losses arising directly out of his unreasonable delay in delivering the goods. There is such a delay if the goods are not delivered within a reasonable time; and a reasonable time is that which is usually required for the delivery of goods of a like quantity and kind. The time in which passengers are carried is not conclusive, though it may have some weight as evidence. It is generally not difficult to learn the time in which goods are usually carried between any two points; and the carrier is bound by this unless he is in position to offer some good excuse arising out of the special circumstances of the case in point.

A Consignee in Interstate Commerce Is Bound to Pay the Legal Rate.

Tucson, Ariz.—A purchases from B a carload of beans c. i. f. draft with bill of lading. B ships the carload without prepaying the freight, instructing the collecting bank to accept railroad expense bill as part payment. One year thereafter the railroad company calls on A for an additional amount, claiming an undercharge on freight as paid by A when taking up the expense bill on the car of beans. In the meantime B has become insolvent and has gone out of business. Is A responsible to the railroad company for payment of this undercharge? The car was originally consigned to A. A. B.

Reply.—This was an interstate shipment. The freight rates must have been published and placed on file. Thereafter they had the effect of legal rates, and all persons were bound by them. If there was an undercharge, the consignee is bound by

knowledge of this fact, and it is his duty now to pay the full amount, as it has been from the beginning. If the carrier purposely and knowingly made an undercharge, a penalty may be inflicted. But in any case the consignee was bound to take notice of the legal charge and to pay it, and he still remains so bound.

The Effect of Shipper's Load and Count.

New York.—In your edition of August 26, under the heading "A Consignee Has a Right to Inspect the Goods" you reply to an inquirer, J. B., setting forth reasons why the consignee can inspect goods before receipting for them. In this connection, we will be glad to have your further opinion with reference to the receipting of the carload shipments before the cars are opened when shipments are loaded under "shipper's load and count."

W. C.

Reply.—When a shipment is made, "shipper's load and count," the rights of the parties do not differ from their rights in ordinary cases, except that the buyer can not hold the carrier liable for the full amount named in the bill of lading except by showing that that amount was put into the car originally and that the carrier has allowed part of it to disappear. The carrier notifies the consignee that he has accepted the goods upon the shipper's statement as to quantity, and that he is not to be responsible for the accuracy of that statement. The consignee, however, is not bound to sign a receipt until he has had an opportunity to know what the car contains. A mistake may have been made by the shipper. This alone is sufficient reason to justify the consignee in demanding to have the car opened. If the shipment is as it should be he can be compelled to accept it. If it is not such it is best for all parties that that fact be ascertained as soon as possible, and the shipment rectified. The carrier is simply the seller's agent to carry and deliver the goods. A seller cannot demand that the buyer shall accept goods and receipt for them as sufficient in quantity and quality without an opportunity to see them. Neither can the seller's agent make such a demand. The chief effect of the notation "shipper's load and count" is to relieve the carrier of any liability in case the quantity named in the bill of lading does not correspond with that delivered—the carrier himself being without fault in the matter.

After Arrival the Carrier Is a Warehouseman.

New York.—A carload of goods has arrived from the West for export via a certain railroad. We are entitled to the usual thirty days before taking delivery of these goods. On the notice of arrival from the railroad appears the following notation: "The above described merchandise has arrived, and at this company's convenience will be held entirely at owner's risk on track, or will be unloaded on to our piers or into our warehouses pending receipt of delivery orders." Is not the railroad company responsible for all damages, or is it the duty of the consignee to insure these goods while waiting delivery?

D.

Reply.—A carrier's strict liability, as carrier, continues only until the goods have arrived and been tendered to the consignee. If the latter requires the carrier to keep possession of the goods after that time, then the latter is liable only, as warehouseman and for losses caused by his own negligence. In short, if there is a loss, the owner of the goods must bear it himself, unless he can show that it resulted from actual negligence on the part of the carrier.

No Advantage Is to Be Taken of An Obvious Mistake.

Jersey City, N. J.—A's broker sells to B grain for shipment from Chicago first half of August, and in wiring confirming sale to his broker so states: A's broker sends the buyer confirmation reading about "first half September from New York" (in error). A writes buyer B a letter within a few days of the sale confirming same and explaining the terms of the transaction in detail, without protest of any of the terms by the buyer until after October 5. The buyer rejects the contract on the ground that the broker's contract is the binding document. (The grain was shipped as contracted but was delayed in transit.) Which contract is binding on this transaction?

L. D.

Reply.—The binding contract in this case was the contract actually made as understood by both seller and buyer. The seller explained the contract fully to the buyer, and the latter made no objection to it. The broker's error could not have misled the buyer under the circumstances, and the latter is not entitled to take advantage of it. If one party to a contract knows that the other or his agent has

made a mistake in some statement of the terms, he cannot, of course, take advantage of the misadventure. If he merely has reason to suppose that a mistake has been made, but is not certain, then it becomes his duty to call the attention of the other party to the matter and abide by the final explanation of the latter. One person cannot take advantage of the mistake of another where he knows or has reasonable grounds to suspect that it is a mistake.

FIRE DAMAGES NEW NORRIS ELEVATOR

BY GEORGE E. QUISENBERRY.

High-powered rifles and bullets were employed in fighting a mysterious fire early one morning the latter part of December in the new 1,000,000-bushel elevator being constructed in Kansas City for the

workhouse structure. The East Bottoms district is unlighted and the fire companies were forced to send men with torches ahead of each piece of equipment to point out the way and prevent the wagons from being wrecked in the deep holes and gullies lining the streets.

The blaze, of course, had obtained a good start before the fire companies arrived and had climbed to the upper part of the 135-foot structure. It could not be fought from the inside and water could be thrown on it only through windows high up in the cupola. The windows were of heavy glass, placed to withstand almost any strain put upon them. So firemen and spectators went to the tops of the grain tanks and endeavored to break the glass by throwing stones and sticks at them. But only a few were able to throw that high and their work was practically useless. Then it was remembered



VIEW OF NEW NORRIS ELEVATOR AT KANSAS CITY JUST BEFORE THE FIRE

Norris Grain Company. The blaze, confined almost entirely to the workhouse and cupola, resulted in a loss of about \$20,000, and will necessitate the rebuilding of much of the upper concrete walls.

The fire was one of the strangest ever fought by the Kansas City fire companies, likewise one of the hardest in that, after a long, hard run and strenuous efforts in placing the equipment so the flames might be subdued, it had to be allowed to burn itself out. After almost two hours of work the firemen learned that to throw more water on the structure would ruin the newly set concrete more than would the flames, and consequently all their labor was devoted to keeping the fire from spreading to other buildings.

The elevator is located in the East Bottoms, a section of Kansas City almost without streets, and those that have been made are full of holes and ruts. It is two miles from the nearest fire station and the blaze was not discovered until shortly after midnight in the false work and scaffolding in the

that the construction company, anticipating labor trouble that did not develop, had purchased a number of high power rifles for possible use in the event of rioting and strike-breaking.

They were brought to the top of the tanks and several hundred shots fired through the windows. Then, for the first time since the fire had been discovered almost two hours before, were the companies able to concentrate on the work of extinguishing it. Then they learned it would be risking more than the flames to throw water on the new concrete.

The elevator is being built by the Burrell Engineering & Construction Company of Chicago. It will be completed about March 1. The loss is partially covered by \$17,500 insurance.

THE Michigan Agricultural College has offered to provide a full collection of samples of the leading varieties of cereal crops common to Michigan to the public schools of that state.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, JANUARY 15, 1916.

Official Paper of the Grain Dealers' National Association
and of the Illinois Grain Dealers' Association.

FEED MANUFACTURERS HAVE COMPANY IN GRIEF

THE recent warning issued to feed manufacturers to make frequent analyses of their feeds so as to be sure that they are conforming to the guarantees, was the result of a number of seizures of feed by the Bureau of Chemistry, acting under the National Food and Drugs Act. The low quality of much of the new grain was responsible for some of the failures to sustain the feeding values of manufactured feeds, but in other cases it was the result of carelessness. Deliberate attempt to deceive the public hardly enters into the equation, for some of the feeds seized have been those of responsible firms who have spent thousands of dollars in advertising their brands. No sane business man would wilfully discount the effect of all this expenditure by lowering the standard of his output.

But the annual report of Attorney General Gregory shows that the few feed dealers had plenty of company from other lines of trade in their misfortune. During the year the Department received calls on 767 cases involving 826 violations of the statute; 276 cases were criminal and 491 cases were civil. In the same time 957 cases were terminated, and at the end of the year 436 cases pending. Fines amounting to \$10,831 were assessed during the year. In most states the laws governing feeds are more stringent than those covering human food. Perhaps there is reason in this as men are better able to regulate their diet than cattle. The fact remains, however, that in spite of the comparatively few, almost negligible number of feed seizures, the science of feeding various animals has reached a high point under the constant experimentation of the

manufacturers, and that manufactured feeds are being used in increasing volume each year. In fact, so general has their use become that they have grown to be a valuable side line for many elevators and some of the most prosperous houses have come to feel that they could not get along without them. It will pay any operator to investigate the subject.

ASSUMING A RESPONSIBILITY

IN STARTING a suit against the Illinois Central Railroad to determine the responsibility for grain shortage when cars show no signs of leakage, the Illinois Grain Dealers Association has assumed a considerable obligation in behalf of the grain dealers of the state. The suit is practically a test case to gauge the constitutionality of a statute passed in 1871 and which has never been reviewed by the courts. In all probability the case will have to go to the Supreme Court for final decision as a large annual amount of claims will be involved in the issue. This means a great expense to the Association. The Claims Bureau of the Association has many claims resting upon this point, and no doubt individual shippers have as many more. The pity of it is that all of these claims are not in the hands of the Claims Bureau, for with the additional accumulation of evidence their chances of success would be greatly increased. In fact every railroad claim of any member of the Association should be sent as a matter of routine to the Claims Bureau. It would add financial strength for fighting just such important issues as this one under discussion, and moreover would increase the influence of the Bureau by just that much in pressing every claim. A railroad might not hesitate about refusing a claim of an individual shipper, but backed by 800 or more grain dealers every claim would assume an importance which could not be lightly disregarded. Association members are fond of talking co-operation. Here is a way in which it can be put into practical operation. Lend your prestige for the benefit of those members who have not so much, and the Association as a whole will be immeasurably benefited.

ACTIVITY AT WASHINGTON

ALREADY it is apparent that in the legislative activity at Washington the grain trade will not be neglected. The comprehensive article on the subject by our Washington correspondent, Waldon Fawcett, which is found on a preceding page, will serve as a hope and a warning; a hope that some of the beneficial legislation, such as the Moss Bill, the Pomerene Bill, the Dillon Bill, and others, will pass the House and Senate and be signed forthwith by the President; a warning that unless eternal vigilance is practiced by the trade some of the pernicious bills, which have already been introduced or which will be shortly, will become law, to the detriment, perhaps the death, of some branches of the trade. Among these might be mentioned the Oldfield Bill, H. R. 3055, which would prohibit sending orders for speculative trading by telegraph, and the McCumber Bill, S. 830, which was defeated last year but has already been reintroduced by its sponsor. As it is a pre-election

session of Congress every candidate for re-election will endeavor to become identified with accomplished legislation and there will be busy times at Washington before they are done.

A NEW MEMBERSHIP CAMPAIGN

PRESIDENT Lee G. Metcalf of the National Grain Dealers' Association has announced a new membership campaign for that organization to begin February 1. This is the fourth campaign and, it is hoped, will be productive of largest results. The three previous efforts were instrumental in bringing the Association from a meager membership and invisible influence to a body of over 3,000 united, enthusiastic and efficient co-workers, whose influence is felt wherever grain is handled. During this time the actual work accomplished by the Association and its committees has been monumental, and the more individuals there are behind these committees the more potent will be their dictum or their protest. Every grain dealer should consider it a duty and a privilege to belong to the Association and share its work. Most dealers would so consider it if the matter were brought properly to their attention. This is up to the membership.

STANDARDIZING THE BUSHEL

A BILL was introduced in Congress on December 6, by Mr. Dillon of South Dakota, to standardize the bushel measure by weight for all commodities handled on that basis. Some of the weights which Mr. Dillon would make national are: Alfalfa seed, 60 pounds; barley, 48 pounds; beans, 60 pounds; clover seed, 60 pounds; corn, shelled, 56 pounds; oats, 32 pounds; rye, 56 pounds; timothy, 45 pounds; wheat, 60 pounds. There are now national official weights for these grains and seeds, but there are also state weights which differ materially from the standards proposed and which would be eliminated if the bill is passed. Some of the state variations are considerable, thus: Barley, from 45 to 50 pounds; beans from 60 to 62 pounds; clover seed, from 60 to 64 pounds; corn from 52 to 56 pounds; oats from 26 to 36 pounds; rye from 50 to 56 pounds; and timothy from 42 to 60 pounds. The need of a national standard is apparent enough and there seems no reason why the bill should not pass, inasmuch as Mr. Dillon in every instance has proposed the weight now adopted in a majority of the states.

BOARD ELECTIONS

IT HAPPENS this year that the annual elections on the several Exchanges of the country returned as president in each case an actual handler of grain. In St. Louis there was no contest, T. K. Martin withdrawing from the nomination leaving a clear field for Jacob Schreiner of the Schreiner Grain Company. Cyrus S. Coup, vice-president of the Northwestern Elevator & Mill Company, of Toledo, Louis Mueller of the Mueller Grain Company, Peoria, and B. C. Moore, president of the Moore-Seaver Grain Company, of Kansas City, found easy sailing on their respective exchanges, but at Chicago the election brought

out the sharpest contest in years. Joseph P. Griffin, of J. P. Griffin & Co., was opposed by James A. Patten of the Bartlett Frazier Company, who is probably the most widely known speculator in the world. Mr. Patten was urged, almost forced, into the running by his friends, but once in he put his accustomed energy to the task with the result that the Chicago trade was stirred to its foundation and men who had not cast an election vote in years were active participants in the proceedings. Mr. Griffin's victory demonstrated his great personal popularity on the Board, and we tender our sincere congratulations to him and to the other successful candidates.

LOOKING BACKWARD

FOR the grain trade of the country the year 1915 will stand as a memorable one in many respects. Cash wheat in Chicago registered the greatest spread in its history with the exception of the years 1877 and 1888. In February wheat sold for \$1.68 and in August 98 cents. In December it again climbed to \$1.28½, only to break sharply before the month's close. Cash corn ranged from 82¼ cents in August to 59¾ cents in October, and oats spread from 60⅓ in March, which price has only been exceeded three times in Chicago, to 35¾ cents in October.

The size and value of grain crops as a whole broke all previous records. Corn totaled 3,054,535,000 bushels, wheat 1,011,505,000 bushels, oats 1,540,362,000 bushels, barley 237,009,000 bushels, and rye 49,190,000 bushels. Hay also was a record crop at 85,225,000 tons. The cool rainy season helped the growing grain, but the excessive moisture at threshing time damaged the winter wheat to an extent that is not yet fully realized, and the frost caught the northern corn. In spite of these setbacks, however, the value of the principal crops was over \$5,000,000,000 on the farm.

In legislative matters, while the legislators at Washington failed to make law of the several progressive bills introduced, both House and Senate became pretty well educated on the subject of the grain trade and unless war measures consume the whole time of Congress at this session, some bills already introduced will surely become the law of the land. The war tax hit the grain trade hard, as the tax of one cent on \$100 value of all agreements to sell for future delivery is an unjust burden on the business of equalizing values in grain. The seizure of oats at Baltimore in January and the subsequent ruling on sulphured oats affects a large interest.

Transportation problems of the year have been of the greatest importance. The Western Rate Case was decided and the proposed advance in grain rates was denied. The Central Freight Association Roads proposed to raise the minimum car weight on hay from 20,000 to 22,000 pounds and to raise hay from fifth to fourth class. This schedule was suspended until the hearing on March 13 next. The Eastern roads were forced to declare embargoes on export grain in January and again late in the fall as the ocean shipping could not handle the large volume of grain sold abroad.

The Lake Carriers' Association and the shippers reached an agreement for adjusting shortage and overage on cargo grain, and lake shipping did the largest and most profitable business in its history. By the terms of the Panama Canal Act, the railroads and lake freight lines were forced to dissolve interests, which will probably injure the lake service to some extent as many vessels have already been sold for ocean service.

Grain associations throughout the country have prospered greatly and marked advance has been made in the influence they exert and the respect which they command. The associations and the trade at large have lost heavily by death during the year. Among those who have answered the last call are H. S. Grimes, Sam. W. Strong, L. J. Lamson, F. W. Eva, Norman B. Ream, Wm. E. Cheeseman, George W. Van Dusen and E. G. Brown.

On the whole the period has been one of great prosperity for the trade. Enormous quantities of grain have been moved at a profit, and the general dissemination of information and warnings have enabled farmers, shippers, and receivers to transact their business with a better understanding of the other fellow's viewpoint, and a corresponding increase in good will and harmony.

ABUSES IN THE TRADE

AN outstanding fact of 1915 is the increase in the number of co-operative elevator companies. Wherever a co-operative elevator is erected or bought it is competing directly with a privately owned house, and in many instances has seriously injured the business of its competitor. In most cases the injury is greatest to the private owner who has but one or two houses, for it is difficult for him to get out from under the wreck of his business without a great sacrifice. The line companies, who are chiefly responsible for the co-operative elevator movement, are less seriously hurt, as they can let go one or two stations without loss of more than a small percentage of their business. The abuses practiced by some of the older line houses are the direct cause of the co-operative elevators. Farmers are naturally conservative and for the most part had no desire to enter business. They were forced into it because they were being cheated (we might as well call a spade a spade) by the line companies that held a monopoly of the grain business of the territory. This is a habit to which all unregulated monopolies are heir and is not peculiar by any means to grain firms. In fact, no one of us is free from the willingness to take what advantage we can of a favorable strategic position. Heaven knows the farmers themselves have done it time and again. Will the elevator operator who has not at some time or other been forced to pay a farmer more than both of them knew his grain was worth, under threat of a withdrawal of patronage, please hold up your hand? We don't see a single hand. No, the farmers are cut from the same stripe as the rest of us. But the fact remains that co-operation grew up from the seed of abuse and there is no need of trying to shift the blame elsewhere.

Monopoly showed itself to be wasteful and inefficient. The remedy proposed was co-operation and competition. But like some drugs useful in medicine, a small dose being curative and a large dose poison, so the co-operative movement, gone mad, has proved itself in many instances as dangerous as monopoly. Wherever the co-operative elevator has been organized to establish competition it has been successful and has served a purpose useful to the whole trade, but where it has entered a station already competitive, it has served merely to duplicate service. If any farmers' elevator company can figure out a way of duplicating service without having the resultant cost fall upon the community, they have been more successful than all students of economics since the beginning of time. It can't be done. Someone must pay the freight, and in this case it is the patrons of all the houses, co-operative and private alike. Another abuse which has sprung up with the movement is a reign of demagoguery which will ultimately react upon the farmers who now encourage it. The demagogue's stock in trade is vituperation; truth is a minor consideration. He cites past and dead conditions, applying them by implication to present circumstances which, in many cases, are in no wise related to the illustration he uses. The method serves, however, to stir his hearers to action (often at so much per head for the agitator) and a new co-operative company is formed at a point where close competition already exists. Perhaps the new house thrives for a time, as the psychology of the name "co-operative" is a potent force, but ultimately the cost of duplication will have to be met.

At the present time the co-operative movement is in grave danger of furnishing more economic abuses than any other branch of the trade. The movement has its place, but so has the private elevator, the grain exchange and every other feature of the grain trade which has been evolved through the stress of economic necessity. The right principle of co-operation is acknowledged and utilized by all of these branches of the trade. It is not a new idea and cannot be monopolized by farmers' grain companies. If it is, then we return to monopolistic first principles and retrogression.

CANADIAN SCREENINGS

UNLIKE the public elevators in some of our states, those of Canada are permitted to clean grain. At times it is a regular part of the routine in receiving and storing. As a consequence a vast quantity of screenings is disposed of each year, the elevators in Manitoba alone having about 25,000 tons for disposal. Most of this screenings was exported to the United States where it was ground and mixed with various feeds, the business in late years having grown to large volume. There were two grades, No. 1, "scalpings," and No. 2, "rough screenings." The Board of Grain Commissioners have ruled that if scalpings contain more than 25 per cent of commercial grain they must be graded and docked for the dirt. This will shut off the better grade of screenings and materially lower the volume of imports into this country, particularly as there is a movement on foot to retain the screenings in Canada for feeding.

EDITORIAL
MENTION

Are you a booster for the National Association?

Begin the new year right—get a member for the N. G. D. A.

Help the car situation—load and unload all cars as quickly as possible.

Next to actual knowledge, plain common sense is about as valuable an asset as a grain dealer can have.

Green bugs have already totally destroyed next year's wheat crop in the Southwest. Starvation stares us in the face.

Our New Year's wish for all our friends—much work, enjoyment in it, rich compensation, good appetite, the smile that won't come off.

The work of the undersea destroyers has nothing on that of the demagogues who injure a good name for their own aggrandizement.

A reputation for square dealing is the biggest commercial asset. It makes friends of customers and patrons and can be cashed for real money at the bank.

Alfalfa dealers can expect a lean year. Dr. Beal of the University of Illinois reports that the use of alfalfa in cigarettes is being supplanted by that of plain hay.

The British and French Governments are reported to have purchased \$15,000,000 worth of new crop wheat in Australia. Private contracts for forward sales that interfere with Government plans are declared void.

Many freight cars are tied up in the congested Eastern yards. Don't make matters worse by ordering cars before you need them, by sending them out half loaded, or by billing them to intermediate points to be held for reconsignment.

Secretary J. C. Mohler of the Kansas State Board of Agriculture reports that Kansas farm products for 1915 were valued at \$341,561,439 and live stock, \$310,655,642. No wonder the Federal reserve banks are not earning enough money to buy their stationery.

The results which have been obtained by the use of phosphate on grain fields in the Northwest marks the farmer who neglects to use it as a back number. This is a good subject for propaganda by every elevator operator, and, incidentally, a side line which should not be overlooked.

The Supreme Court of North Dakota has ruled that tax assessments on elevator sites on railroad rights of way in that state should be levied against leaseholders as well as against the railroads. This is a common practice, but, like a great many taxation practices, is utterly unjust as it duplicates assessments all along the line. It is said the decision is to be appealed,

but we have little faith that it will receive equitable adjustment in any court, so long as the fundamental basis of all taxation, land values, is disregarded.

Our remark last month that wheat receipts "at Chicago" were breaking records, was inadvertent. The figures given applied to all primary markets. Chicago has run somewhat behind last year in receipts. All grain 330,351,000 bushels in 1915, as against 373,182,000 bushels in 1914.

The Grain Growers' Company of Manitoba received a check for \$1,040,000 and the Saskatchewan Co-operative Grain Company for \$2,000,000 from the Canadian Government for their respective shares of the commandeered grain. "Some figures," as the man said at Atlantic City.

On December 19, service was resumed through the Panama Canal. The entire displacement from the slide has not been removed, but enough to leave a channel for all but the largest vessels has been dredged out. This again puts the Pacific Northwest in line for European offers.

Scandinavian ship owners are preparing to put 12 vessels in service between the Pacific Northwest and Copenhagen, Gothenburg and Christiania as soon as the Panama Canal is again open. This will provide the needed bottoms, but whether or not it will reduce rates is another question.

The figures for shipments by boat from Chicago show only 16,443,492 bushels of wheat in 1915, as against 56,000,000 in 1914, and 3,916,167 bushels of oats last year, against 10,801,000 bushels in 1914. However, the 1915 shipments are normal, those of the year before being the result of the war grain boom.

Dealers who have their ear to the ground are becoming much interested in soy beans. A recent demonstration in North Carolina showed that the beans could be pressed in cotton seed presses without any change in machinery. The beans yield from 18 to 20 per cent of oil and a cake residue with high feeding value.

The farmers' elevator at Milbank, S. D., has started paying for the wild oats docked from grain. Wild oats have a market value of about 25 cents, which was formerly not only lost to the farmer, but he paid freight besides. It seems only a question of a short time when this will be the general custom or grain will be cleaned at the elevator and the screenings returned to the farmer.

The wave of popular demand for preparedness is not being overlooked by the railroads. A high official of the Pennsylvania System recently said: "The American people can make no wiser investment in military preparedness, and can buy no stronger assurance for the preservation of the nation's integrity, than by allowing their privately owned railroads sufficient income at all times." In other words, no matter what business conditions may be in the country, the people should let the railroad barons

have their pound of flesh. The effort required to separate this sort of propaganda chaff from the real wheat of the country's needs, is what disgusts many people with the talk of preparedness.

Norway, Australia, Italy and Hungary are in line on Government grain monopoly. The three former countries will only take over the marketing of the crop, but Hungary, according to a recent dispatch, proposes to go farther and grow the crop as well. Perhaps they can do this without open revolt, but it is doubtful.

Of the 250,000 corporations in the country over 100,000 have no net income and in addition 90,000 make less than \$5,000 a year. This was stated by Vice-chairman Hurley of the Federal Trade Commission in a recent address in New York. This seems about the proportion of profitable and unprofitable elevators.

Another victory for association! Texas railroads and port elevators have agreed to have grain inspected on track upon arrival, instead of waiting until it is unloaded at elevators. When it comes to looking after the interests of the shippers of the southern half of the U. S., Secretary Dorsey is certainly on the job.

Some time ago the neutrality of Greece was threatened by the veiled newspaper threat from London that its food supply would be shut off by blockade unless it joined issues with the Allies. The blockade has not materialized and only the British war office knows whether Greece can continue to have toast for breakfast.

Lake and ocean transportation lines are making more money this year than the aggregate of several seasons past. Ocean rates are out of all proportion to the risk and bear no relation to the war insurance. On the other hand, who would not himself make all he could out of the situation, let him do the first knocking.

On December 26 there were in the port of Buffalo 100 freighters holding about 30,000,000 bushels of grain. This is the largest grain fleet ever assembled at one port. Most of the grain is wheat on its way to Europe. How much of it is sold is not known, but it is certain that if the sales could be deducted from the visible supply throughout the country the bulls would have another argument in their favor.

When the Chicago Board of Trade discontinued the "call rule" two years ago at the instance of the Government and substituted in its place the rule that the closing price would govern unless a different quotation were made to three or more prospective buyers, in which case he could make his own price, it was understood that the spirit as well as the letter of the law was fully met. On December 28, however, Judge Landis enjoined all members of the Board from operating under the "call rule" or in any other manner to accomplish the same result. This will be appealed to the Supreme Court, who will be asked to decide if the new rule does not fully meet the requirement of the Sherman Law, a question which was not considered by Judge Landis.

A Bill of Lading Investigation

The Common-Law Liability of Carriers—Value of Shipment as Measure of Rate—
Supreme Court Decisions Bring Question to a Head—
The Cummins Amendment

BY SIDNEY A. HALE

THE liability of common carriers for the transportation of property in interstate commerce is now the subject of a comprehensive investigation by the Interstate Commerce Commission. This phase of the shipping problem, affecting directly and vitally every shipper, big and little, is being attacked through the bill of lading, which, under present law and practice, constitutes the contract under which the railroad company accepts an interstate shipment and, subject to certain restrictions, measures the responsibility of the railroad company for safe carriage and its liability to the consignor or consignee in the case of loss, damage or delay.

To get a proper view of the present situation a glance at the recent history of the bill of lading is essential. At the outset, the dual nature of this document must be clearly understood. On the one hand, it is a contract of shipment, and, on the other, under certain conditions, it may also be a negotiable instrument. It is with the bill of lading in its first-named aspects that the present investigation deals. As a negotiable instrument, it has been and now is before the National Congress in the Pomerene Bill, which has passed muster with the Upper Branch of the federal legislature two or three times, only to die in the House. This phase, however, need not be considered here.

Under the old common law the liability of a common carrier was limited only by the act of God, the public enemy or the negligence of the shipper. In modern times this has been broadened to provide exemption from liability for losses arising out of the act of public authorities or the inherent nature of the goods transported. Commercial development and the advance of civilization have operated to still further modify the rigor of the common law rules until, within recent times, liability became practically a question of agreement between shipper and carrier.

Disregarding special contracts, applying upon certain commodities, two forms of contract for interstate transportation have been in effect for a number of years—the Uniform, covering goods moved in Eastern and Western States, and the Standard, applying upon Southern shipments. Until very recently the Uniform Bill bore the notation that it was in form approved by the Interstate Commerce Commission. This approval came about in this manner: In November, 1904, or prior to the vitalization of the Act to Regulate Commerce by the Hepburn amendments, the carriers announced that, effective January 1, 1905, they proposed to enforce "dead-letter" provisions of the existing bill of lading and to charge 20 per cent above the scheduled rates where shipments were made under common law liability. The matter was brought before the Commission, the action of the carriers postponed and a joint committee of shippers and railroad men named to work out a compromise agreement. This was done, further hearings were had and, in June, 1908, the Commission recommended (since it did not feel that it had the power to order) the adoption of the form finally determined upon. With the promulgation of this form, tariff provisions were made for charging a penalty of 10 per cent where shipments were under full common law liability.

"Released rates"—that is, rates conditioned upon value or based upon a limitation of the carrier's liability—also came before the Commission about the same time. Upon that question the Commission held that, where rates were conditioned upon a limitation of liability, such limitation was valid when the loss was due to causes beyond the carrier's control; or even when the loss was due to the carrier's negligence, if the shipper had expressly or by implication declared a value for the purpose of enjoy-

ing a rate conditioned thereon, but not when the amount stipulated did not purport to be an agreed valuation and was arbitrarily fixed by the carrier without reference to real value, or where the value was purely fictitious and established for the purpose of limiting the carrier's liability to an arbitrary amount.

One of the changes made in the commerce law in 1906 was written by Senator Carmack and provided that the initial carrier should issue a receipt or bill of lading for property accepted for interstate transportation and should be liable to the lawful holder of such bill for any loss, injury or damage to such property, whether upon its own rails or those of its connections. The amendments of 1910, among other things, imposed upon carriers the duty of establishing "just and reasonable regulations and practices affecting * * * the issuance, form and substance of tickets and bills of lading" and declared unlawful unreasonable rules and practices.

While certain interests were never wholly satisfied with the bill of lading form in general use, affairs moved along without startling change until January, 1913, when the Supreme Court of the United States handed down its decision in the case of the *Adams Express Company vs. Croninger*, in which it held valid a released valuation upon a shipment, although a state statute declared such limitation void. Five other cases followed in rapid succession. The effect of them all was to make the Carmack amendment supreme as to interstate commerce and to uphold limitations of liability upon such shipments as valid. In one of these cases the court also found that the clause in the bill of lading requiring that claims should be presented within 90 days binding. In a still later case, *Pierce vs. Wells, Fargo & Co.*, decided last February, it went so far as to say that, even where there was a gross disproportion between the actual value and that fixed in the tariff or contract of shipment, that fact did not prevent the carrier from limiting its liability under the Carmack amendment.

The direct result of these decisions was the adoption of a policy upon the part of the carriers of demanding strict compliance with all the provisions of the bill of lading. Where the time limit for the filing of claims had heretofore been ignored, obedience to the letter as well as the spirit of the contract was insisted upon. Complaints poured in upon the Commission, which, under the 1910 amendments, was clearly empowered to deal with the bill of lading question. The matter was reopened and argued, but no decision—except one authorizing certain waivers of the time clause in order to prevent discrimination with respect to claims then pending with the carriers—was ever rendered.

Early last year Senator Cummins of Iowa sought to remedy the situation created by the introduction of a measure which prohibited the carriers from attempting to limit their common law liability. This amendment, which covered freight, express and baggage, went into effect June 3, 1915. Certain carriers took the position that the abolition of the limited liability would automatically increase all rates 10 per cent, bringing them to the level that had been demanded for shipments free of limitations prior to the enactment of the Cummins amendment. This view, however, failed to win the indorsement of the Commission. The effect of the amendment was not only to wipe out the limitations upon common law liability, but it also largely nullified the released rates principle, the Commission holding that, where the rates were lawfully based upon declared valuations, the difference in rates should be no more than fairly and reasonably represents the added insurance.

These various changes have given rise to much

confusion and no little complaint. For one thing, some shippers believe the gradations allowed upon the insurance theory excessive. Others are opposed to the application of the Cummins Amendment to express and baggage, and a bill is now before Congress to cure this situation. The basis of fixing values in the case of claims is the subject of controversy. Because of these and other grievances, as well as complaints regarding the export and other special forms, the Commission has entered upon its present investigation of the terms and conditions of bills of lading. Hearings have been set for New York, beginning January 24; Chicago, beginning February 2; San Francisco, beginning February 14; New Orleans, beginning February 21, and Atlanta, beginning February 28. Oral arguments will be heard at Washington in April.

A MAMMOTH GRAIN CLEANER ORDER

Not only in capacity but also in its equipment does the new Calumet Terminal Elevator of the Chicago & Northwestern Railway, now under construction at South Chicago, Ill., surpass everything previously attempted in grain elevators. The new 8,000,000-bushel elevator, which is to be operated by the Armour Grain Company, has many points of interest aside from its immense storage capacity. Of course the grain cleaning equipment is one of the leading features. It will be of interest to the trade to learn that on December 27, 1915, the largest contract (in dollars and capacity) ever placed for grain cleaners and oat clippers was awarded to the Huntley Manufacturing Company of Silver Creek, N. Y., for "Monitor" machines.

With its record-breaking capacity the Calumet Elevator will have a maximum cleaning and clipping capacity of nearly 2,250,000 bushels for a 24-hour day run. In addition to this 190 to 280 tons of screenings can be cleaned—all this work being handled on "Monitor" Oat Clippers, "Monitor" Receiving Cleaners and "Monitor" Screenings Separators. Since a year's time was devoted by the engineers and operators to the selection of equipment and the final choice of clippers and cleaners was not made until after all the leading makes of machines were thoroughly investigated, the awarding of the order for "Monitor" machines signifies merit of an unquestionable character for these machines.

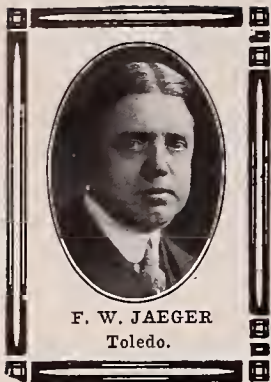
Two batteries of "Monitor" Warehouse and Elevator Separators will handle the receiving cleaning on wheat. Each will be steel-covered, fire-proof type construction, several having maximum capacity of 6,000 bushels hourly each, the others capable of handling 4,000 bushels hourly each, and all will be of ultra heavy-service construction throughout. Shoes are of inter-reinforced design, driven by exclusive type of "Monitor" patent, Disc Oiler Eccentrics, giving double compound (self-balancing) shaking motion. "Monitor" improved type of self-cleaners are to be furnished and the feed hoppers will have the well-known "Monitor" Combination Force Feed Equipment. Bearings for the fan and eccentric shafts will be heavy-duty, deep reservoir, self-oiling type.

A battery of No. 15 size "Monitor" Automatic Double Receiving Barley Separators will be located on the same floor with the Wheat Receiving Cleaners. These machines will embody several of the well-known "Monitor" Improved Barley Cleaner features in addition to the modern construction and general equipment previously mentioned for the wheat receivers.

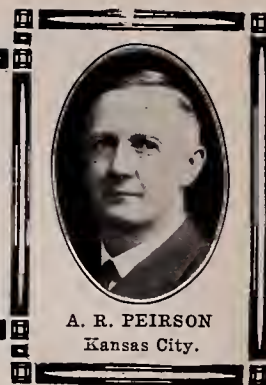
Twenty "Monitor" Oat Clippers, each with a maximum capacity of 1,500 bushels hourly, will be direct-connected motor driven. They will have "Monitor" ultra-heavy service construction throughout, of steel clad, fire-proof design.

Two of the largest size "Monitor" Screenings Separators are to be furnished. These will be steel-covered, fire-proof design of ultra-heavy construction throughout.

In the Dust House will be located eight "Monitor" all-steel construction, heavy-service design Dust Packers of the iron front, friction clutch type,

F. W. JAEGER
Toledo.

NEWS OF THE TERMINAL MARKETS

A. R. PEIRSON
Kansas City.

THE MEMPHIS EXCHANGE

Officers chosen to serve the Memphis Hay and Grain Exchange for the coming year are: Joseph J. Wade, president; S. E. Rison, vice-president; C. B. Stafford, secretary and treasurer.

RECORD RECEIPTS

The receipts of grain at Duluth-Superior during the year ending with December 30 amounted to 127,619,000 bushels, as compared with 95,697,000 bushels for the previous year. Shipments were 124,980,000 bushels, compared with 94,872,000 bushels.

NEW OFFICERS OF MERCHANTS EXCHANGE

The annual election of officers of the St. Louis Merchants' Exchange took place January 5, with the following result: For president, Jacob Schreiner of the Schreiner Grain Company; first vice-president, John O. Ballard of Ballard-Messmore Grain Company; second vice-president, E. C. Andrews of Kehler Flour Mills Company.

Directors—Frederick Krey, J. F. Vincent, L. A. Valier, A. J. Rogers and Roger P. Annan, Jr.

CHICAGO BOARD OF TRADE ELECTION

At the annual election of officers on the Chicago Board of Trade, held January 9, Jos. P. Griffin, head of the grain commission firm of J. P. Griffin & Co., was elected president; Joseph Simons of Joseph Simons & Co., first vice-president; John R. Mauff, second vice-president.

New directors elected were: Geo. E. Marcy, C. P. Randall, T. C. Cunningham, L. C. Brosseau and W. H. Perrine. Hold-over directors are: Leslie F. Gates, James J. Fones, Ralph A. Schuster, Geo. P. Carhart, John J. Stream, R. W. McKinnon, Adolph Kempner, C. G. King, Henry H. Newell, John Treadwell.

TOLEDO DOES INCREASING BUSINESS

The receipts of all grain at Toledo for the year ending December 31 amounted to 20,285,000 bushels, as compared with 14,897,000 bushels for the year previous. During 1915 wheat receipts amounted to 9,551,000 bushels; corn, 4,132,600 bushels; oats, 6,341,700 bushels; rye, 141,700 bushels; barley, 141,700 bushels. For 1914 wheat receipts were 6,857,000 bushels; corn, 4,310,000 bushels; oats, 3,585,600 bushels; rye, 104,200 bushels; barley, 40,000 bushels.

Shipments for the year ending December 31 aggregated 14,517,400 bushels, as compared with 9,142,900 bushels of all grains for the same period of the previous year.

THE WISDOM OF SOLOMON

"Watch freight and pit conditions. Chicago is the leading grain market of the world. It is the popular market for hedges. May is the favorite month. Judgment day on that is far away. They have been skating on thin ice all season. Most of the contract stocks there are controlled by exporters and will be shipped out soon as the embargoes are raised. Armour, Lichtstern bunch are flirting with the bears. Patten bunch have been favoring the bull side and made the most money. Lichtstern loves to be against Patten and has the greater nerve. So much for pit conditions. Freight conditions are improving, but still bad. They are causing our visible stocks to increase freely. World's stocks are large, but the Allies have small stocks. Ocean tonnage may increase a little and will take more wheat and flour than heretofore. Foreigners appear to need our wheat for

the near future. Stocks abroad are small. Australia and Argentine wheat will not arrive freely for several months. Foreigners are disposed to buy on the breaks, bulls and shorts on the bulges. Bears smiled early today but repented later. No new stimulants. Corn has the good will of the country bulls. Some export demand. Argentine new crop not available for several months."—C. A. King & Co., Toledo. Letter of January 8.

JOSEPH P. GRIFFIN

After one of the most spirited contests for the office of president of the Chicago Board of Trade in the history of that organization, Joseph P. Griffin was declared winner by a narrow margin of votes on January 3 over his opponent, James A. Patten.

JOSEPH P. GRIFFIN
President Chicago Board of Trade.

Mr. Griffin is the youngest man ever elected to that office. He was born in Chicago in 1877 and after a grammar school education, at the age of 13 years, entered the office of the Glucose Sugar Refining Company of Chicago, which was later succeeded by the Corn Products Refining Company. His progress was very rapid with this concern, and after six years he was appointed manager of the cash grain department of the company, carrying as its principal duties the buying of corn for all the plants of the company. This approximated 30,000,000 bushels of corn annually.

In 1908 he organized the cash grain firm of J. P. Griffin & Co., continuing as its head to date. He has served three years as director of the Board, two years as vice-president and has served on almost all, if not all, its principal committees.

One of the leading purposes of the new administration will be to give the members of the Chicago Board of Trade a new building. It will be located on the present site, than which there is none better or more advantageously placed in the loop district. A structure will be erected which will be not only a modern, well-equipped home for the Board, but a lasting monument to the Chicago spirit of advancement and enterprise. Mr. Griffin is a man of ideas and enthusiasm, and thoroughly conversant

with the duties of his office and needs of the Board. His friends predict a successful administration of that organization's affairs during the coming year.

ELECTION AT TOLEDO

All the candidates on the regular ticket of the Toledo Produce Exchange were chosen at the annual election of officers January 3. These were: Cyrus S. Coup, president; Jesse W. Young, first vice-president; Walter E. Stone, second vice-president; Archibald Gassaway, secretary; Fred W. Jaeger, treasurer.

Directors are Fred O. Paddock, Frank I. King, David Anderson, E. L. Southworth, H. Wallace Applegate, Frank W. Annin, Frank R. Moorman, George P. Woodman, Richard S. Sheldon, Raymond P. Lipe.

LARGE CONSUMPTION INDICATED

"Wonderful times this year for money making," say J. A. Edwards & Co., of Chicago, in their market letter of January 13. "Ordinarily present prices would look high, but with the world at war, conservative purchases on all breaks are advisable, as consumption will continue unusually large. Europe will buy our corn and oats freely—this added to small corn crop and enormous home consumption will make present prices look reasonable before another crop is gathered. Dollar corn and sixty cent oats not far off. Wheat market will be erratic—big breaks—quick rallies—but all will be wanted."

PIT CONDITIONS GOVERN

James E. Bennett & Co., Chicago, letter of this week says of wheat:

"Movement continues very heavy and terminals congested. Canadian wheat coming into our Northwestern markets for consumption should not be construed decidedly bearish, as this wheat will naturally come into competition with our grain and, if permitted to pile up, foreigners would be able to buy in Canadian markets more advantageously when it becomes available for export. The situation for the present will be largely a matter of pit conditions but the more favorable position of our surplus to meet the needs of importers, and as the importing countries have permitted their reserves to become depleted, buying from that source should continue on a large scale and, later, materially higher prices should be seen."

EARLY YEAR WHEAT POSSIBILITIES

"Should the Argentina, Australia new wheat surplus of 190,000,000 remain inaccessible owing to vessel famine, strong January and February markets should result. A desperate English effort to release this wheat must be feared at all times. Strongest part of the January world wheat situation is the undersupply in England and France, 25,000,000 too small. August 2 to December 20 they import 95 millions, versus 118 last season.

"The world will require 10 to 12 millions per week for six more months. If bulk of this requirement for 12 more weeks flows to America we should witness higher prices. Watch the vessel news. U. S. exports of wheat and flour July 1 to January 1 are around 115 to 120 millions, against 177 last year. The Southwest holds very large wheat reserves. September to January 1, Minneapolis and Duluth receive 179,000,000 wheat—a record amount. The three big states raised 283,000,000. Prominent cash men figure northwestern wheat too closely marketed.

"North American wheat visible is 111,000,000, against 88 last year. N. W. Canada raised 307,000,000 wheat and Winnipeg inspected near 190 to January 1. North America must hold over 200,000,000 available for export. Canadian exports September 1 to January 1 probably 114,000,000. Their total surplus is estimated 220,000,000. The situation obviously does not repeat the January 1, 1915, situation."

NORTHWESTERN GRAIN MOVEMENT

There has been for some time a very large movement of bonded grain to Duluth and Superior for storage, as elevators at Fort William and Port Arthur are said to be well filled up. Charters for grain from those points to lower lake points at the opening of navigation have been made at four cents a bushel on wheat and a considerable amount has already been placed.

OMAHA'S NEW PRESIDENT

John B. Swearingen, president of the United Grain Company, who was recently elected president of the Omaha Grain Exchange, is one of the oldest, most popular and most widely known grain men in the Middle West. Mr. Swearingen has been a member of the Omaha Grain Exchange ever since it was organized, eleven years ago, and no man has done more than he has to develop the Exchange from the small institution it was then into the large one it is now. As an active member of the various committees, and latterly as vice-president, Mr. Swearingen has given generously of his time and energy to the upbuilding of what is now acknowledged to be one of the biggest and best exchanges in the country. Mr. Swearingen will enjoy the distinction and the satisfaction of being the official head of the Exchange when, in February, it moves into the handsome and costly eight-story building which it is erecting for its permanent home.

THE WEIGHMASTER'S DINNER

H. A. Foss, weighmaster of the Chicago Board of Trade, gave his fourteenth annual dinner to the Weighing Department on the evening of December 18. It was held at the Auditorium Hotel banquet room and, like all its predecessors, was an enjoyable occasion for the guests as well as the department. Each year Mr. Foss, or his advisers, or perhaps the tallymen and deputy weighmen themselves, introduce some new novelty feature, and this year it took form in a number of really high-class vaudeville acts, on an improvised stage at the head of the tables. Mr. Foss really only controls part of the evening, and after his talk to the "boys" and addresses by C. H. Canby, then president of the Board of Trade, Walter E. Felt of the Weighing Department and Judge John R. Newcomer of the Chicago bench the evening was given over to the vaudeville entertainment. Among the out-of-town guests at the dinner were: H. A. Hillmer, Freeport, Ill.; Victor Dewein, Warrensburg, president, and E. B. Hitchcock, Champaign, secretary, of the Illinois Grain Dealers' Association; C. B. Riley, Indianapolis, Ind., secretary of the Indiana Grain Dealers' Association.

EXPORTS LIMITED ONLY BY VESSEL ROOM

L. W. Forbell & Co. of New York City say of wheat for the week ending January 10:

"The market has moved irregularly and gained slightly for the week. Clearances again are large and would be in greater volume if tonnage was available. The lack of vessels is more keenly felt than at any previous time, with no prospect of relief in sight. Appearances indicate that the export business is limited only by the amount of vessel room that can be obtained.

"As a result of prevailing conditions dealers have found it expedient to obtain supplies of oats in the home market rather than risk the delays incident to the present congested state of all railroads. This has resulted in reducing the floating supply of oats to moderate proportions and, while the effect upon values so far is not marked, there is a constantly hardening tendency noticeable. The outlook suggests its continuance, together with the maintenance

of the improved conditions above noted. We continue to advise against the acceptance of any New York billing unless the same be 'lighterage free.' Exporters moderate buyers from the spot, but new business for forward loading greatly restricted because of their inability to secure ocean freight."

PEORIA ELECTS OFFICERS

The annual election on the Peoria Board of Trade was held January 10. Only one ticket was in the field, which contained leading grain merchants in that market, and officers chosen are: Louis Mueller, president; L. W. Murray and W. R. Johnson, vice-presidents; John R. Lofgren, secretary; W. C. White, treasurer.

Directors are: C. C. Miles, A. G. Tyng, J. H. Ridge, H. H. Dewey, J. M. Van Nuys, Geo. L. Bowman, W. T. Cornelison, C. H. Feltman, W. R. Moore, A. Woolner.

Mr. Mueller, head of the Mueller Grain Company, comes up from the vice-presidency of the Board and



LOUIS MUELLER
President Peoria Board of Trade.

has been on the directory for years. Last year he also served on four committees, and probably the reason the members of the Board would give for thus honoring their fellow member with such abundance of work is that Mr. Mueller's appearance denotes the possession of more than the average amount of dynamic energy. He has already taken on an additional responsibility, as one of the "slogans" of the new administration is a new 15-story Board of Trade Building before 1916 is succeeded by the following year.

CHANGES IN MEMBERSHIP

Baltimore.—Charles C. Fink has been granted membership to the Chamber of Commerce. Reported by Secretary Jas. B. Hessong.

Chicago.—New members recently admitted on the Board of Trade are: Chas. A. Rohde, Jos. P. Dunlop, Frank S. Cowgill, Kenneth B. Pierce, Geo. E. Pierce, Jas. T. Bryan, Henry R. Grape. The memberships of the following have been transferred: Jacob Freedman, Walter J. Kemp, F. D. Woodlock, Chas. E. Affeld, J. B. Ziegler, F. W. Stevenson and F. D. Updike. Reported by Secretary J. C. F. Merrill.

Duluth.—O. E. Martin has been elected to membership on the Board of Trade. Chas. D. Boyles has withdrawn his membership. Reported by Secretary Chas. F. McDonald.

Indianapolis.—The following have been elected to membership in the Board of Trade: Karl H. Suckow and W. W. Suckow of Franklin; Jesse Simpson and William Habig of Indianapolis; A. Bender of Cincinnati, and Dudley M. Irwin of Buffalo, N. Y.

Milwaukee.—Edwin S. Mooers, Frank B. Bell, H. F. McCarthy, James M. Jenks and R. B. Sny-

der have been granted memberships on the Chamber of Commerce. The memberships of the following have been transferred: Wm. Ross Wilson, estate of Wm. F. Wesson, deceased; Frank L. Farrel and C. W. Schneider. Reported by Secretary H. A. Plumb.

Richmond.—W. D. Butler & Co., and W. R. Johnstone have resigned their membership on the Grain Exchange. Reported by Secretary Y. E. Booker.

TERMINAL NOTES

E. W. Wagner & Co., Chicago, Ill., have opened a branch office at Norfolk, Neb., with V. P. Wittenmyer in charge.

The Iowa Grain Company of Cedar Rapids, Iowa, has given over its charter and discontinued its corporate existence.

The Richter Grain Company of Cincinnati, Ohio, has filed an amendment decreasing its capital stock from \$150,000 to \$20,000.

Spencer, Trask & Co. announce the admission to their firm on January 3 of Watkin W. Kneath, manager of their Chicago office.

An amendment has been filed to the charter of the Virginia Grain Corporation of Newport News, changing its name to Lester Bros., Inc.

E. H. Dadmun was named trustee by the creditors of E. G. Hadden of Milwaukee, Wis., who recently became involved in financial difficulties.

Jesse L. Smith and Wentworth P. McKenzie were admitted into the firm of Shearson, Hammill & Co. of Chicago, as general partners on January 1.

Joseph R. Begg, for many years a wheat trader for A. J. White & Co. of Chicago, Ill., accepted a similar position for F. S. Lewis & Co. on January 1.

T. H. French of Des Moines, Iowa, representative of Gardiner B. Van Ness of Chicago, has purchased the grain business of A. Schmidt & Son at Lytton, Iowa.

The Harvey Seed Company of Buffalo, N. Y., has made arrangements to build a one-story seed house as an addition to the facilities for handling their seed business.

The MacBrine Grain Company has been organized at Boston, Mass., with a capital stock of \$25,000, by Arthur E. MacBrine of Medford, C. H. Brand and B. F. Van Vliet.

Oscar Farmer & Sons have taken over the grain and hay business of R. H. Menafee & Co. at Louisville, Ky., including the warehouse and elevator at Fifteenth Street.

Raymond Pynchon & Co., grain and stock firm of New York City, have opened a branch office at Milwaukee, Wis., in charge of George F. Knowles, a well-known Milwaukee broker.

George J. Wegener, manager of the cash grain department of Logan & Bryan of Chicago, together with Jas. J. Bryan of New York, has been admitted to partnership in the firm.

The Board of Directors of the Minneapolis Chamber of Commerce Association recently expelled from membership Fred McCord, Walter Thexton and C. L. Googins for unprofessional conduct.

Arthur G. Delaney and Harry L. Winters, who have been connected with Thomson & McKinnon of Chicago since the house was started, have been admitted to membership in that firm.

The Halliday Elevator Company of Cairo, Ill., remembered their friends Christmas time in a very substantial manner with gifts of a strongly made hat brush and leather case for blotting pads.

The Cincinnati Grain Company of Covington, Ky., has changed its corporate name to the Cincinnati Grain & Hay Company and will enlarge its business to include the receiving and shipping of hay.

In a recent reorganization plan, articles of incorporation were filed by Peavey-Duluth Terminal Company, capitalized at \$1,000,000, and the Globe Elevator Company with a capital of \$900,000, both of Minneapolis, Minn. The incorporators are Frank T. Heffelfinger, F. B. Wells, Charles F. Deaver, A.

THE AMERICAN ELEVATOR AND GRAIN TRADE

January 15, 1916.

L. Searl and A. W. Lane, and as the corporations have been operating under charters issued by the state of West Virginia the change was made to bring them under the benefits of the Minnesota law.

The Union Grain Company has been incorporated with a capital stock of \$50,000, with headquarters at Winnipeg, Manitoba. The principal stockholders are Alex Ross Hargraft and Thomas Brodie.

The Grain & Hay Exchange of Cincinnati, Ohio, has been given an exclusive corner in which to do their trading by paying, in addition to their dues, \$2,000 annual rent to the Chamber of Commerce.

Pope & Eckhardt Company of Chicago sent out a very attractively prepared holiday message to the many friends of this firm desiring they might meet with abundant prosperity during the coming year.

Daniel S. Mullally of Langenberg Bros. & Co., St. Louis, Mo., returned home recently from a three-weeks' trip which included visits to New Orleans, Havana, Cuba, and cities of the Atlantic coast states.

Articles of incorporation have been filed by the J. H. Jones Company of Louisville, Ky. The capital stock is \$30,000 and incorporators are J. H. Jones, E. G. Elbert, M. J. Sheridan and W. J. Gathof.

Sebastian Zorn, head of the grain firm of S. Zorn & Co., of Louisville, Ky., retired from the firm on January 1. The business is continued under the same name by Garnett Zorn and Thomas G. Williams.

H. A. Plumb, secretary of the Milwaukee Chamber of Commerce, writes: "The Milwaukee Chamber of Commerce extends cordial greetings and best wishes for an exceedingly Happy and Prosperous New Year."

The Memphis branch of the National Grain Solicitors' Association held its annual dinner at the Athletic Club in that city on December 30. There was an excellent attendance and a number of good speakers took part in the program.

The Federal Grain Company of St. Paul, Minn., has been incorporated to do a general grain business. Capital stock is \$15,000. The incorporators are Meyer M. Isaac, St. Paul, and Harry H. Isaac and Hyman Friedman of Minneapolis.

E. L. Waggoner, well known in grain circles of St. Louis and the West, was married at the close of the year to Mrs. Arrah Smith. Their wedding journey included New York City and a trip to Cuba, where they will make a prolonged stay.

Dumont, Roberts & Co. of Detroit, Mich., mailed a very richly decorated calendar to their patrons with holiday wishes. The principal picture represented a pair of hunting dogs after trailing game to cover and was entitled: "An anxious moment."

Frederick C. Aldrich retired from the firm of Finley Barrell & Co. of Chicago, Ill., on December 31. No other change was made in the business, which is continued by the remaining partners, Finley Barrell, Benjamin Block and Peter J. Maloney.

The net earnings of the Corn Products Refining Company of New York during 1915 were reported to exceed those of the previous year by \$500,000. The company has been grinding about 100,000 bushels daily of late, with a continuous large export business.

E. F. Dennis, who has been identified with the grain and hay inspection department of Cincinnati, Ohio, for the past 27 years, has resigned to accept a partnership in the well-known grain and hay commission firm of W. L. Brown & Co. Mr. Dennis will give all consignments to the firm his personal attention.

William C. Hayward, who has been connected with the Mutual Grain Company of Indianapolis, Ind., for the last five years, has severed his relations with that company to become associated with the Urmston Grain Company of Indianapolis and Buffalo, N. Y. Mr. Hayward will have charge of the Indianapolis office and the business will be strictly brokerage and commission, handling consignments and sales to arrive and any other business which naturally comes under this line. S. B. Harting, who was formerly associated in the busi-

ness at Indianapolis and Buffalo, has retired. The Urmston Grain Company at Buffalo continues as before and the Indianapolis office will at times bid for them, as formerly, in order that the bids may reach shippers in good time. The company has just been capitalized for \$150,000.

The Bert A. Boyd Grain Company of Indianapolis, Ind., sent a holiday gift to their patrons of a "strong box" for securities presumably made by consigning to that house. They also inclosed a "package of dates" for the initial calendar holder furnished a year ago.

A real bonafide blackboard for quotations of wheat, corn, oats, clover and timothy contains an announcement of holiday good wishes sent out by J. F. Zahm & Co. of Toledo. Likenesses of Fred Mayer and Fred Jaeger emphasize the sincerity of the season's greetings.

The Broenniman Company, Inc., has been incorporated at New York City with a capital stock of \$200,000 to carry on a general commission business in grain and flour. The incorporators are Edward G. and Leonard S. Broenniman and Geo. R. Flach. Offices are in the Produce Exchange Building.

Southworth & Co.'s calendar for this year, mailed from Toledo during the holidays, showed as its chief attraction a portrait of "Betty" printed in the softest of pastel shades and expressing a charm and quaintness demonstrating completely the great dignity a work of art can attain when it is executed by a master imbued with earnestness and devotion.

The branch office at St. Louis, Mo., of James E. Bennett & Co. of Chicago, Ill., has been moved from the Victoria Building to No. 100 Chemical Building, 721 Olive Street, being obliged to secure larger quarters for the increasing business. The office is under the management of T. A. Carter and the company also maintains offices in the Merchants' Exchange Building.

Jos. P. Griffin, president of the Chicago Board of Trade, has appointed the following as a building committee to act on the new Board of Trade building: B. A. Eckhart, chairman; James A. Patten, Geo. M. Reynolds, E. A. Nickells and Joseph Simons. A special committee composed of F. B. Rice, C. B. Pierce and J. H. Jones has been working on the subject for a year, and the results of their investigations will be turned over to the new committee.

Ira Hastings, who was formerly associated for about 20 years with the grain commission firm of Samuel Hastings Company of Cairo, Ill., has formed the Hastings-Stout Company to conduct a general grain business. The officers of the new firm are Ira Hastings, president; Walker R. Stout, vice-president, and Clyde W. Stout, secretary and treasurer. Officers of the company are temporarily located in the First Bank & Trust Company Building. The company has arranged to build a new elevator at Cairo.

In a decree entered the latter part of December by Judge K. M. Landis in the United States District Court the members of the Chicago Board of Trade were restrained from making price agreements on grain to arrive. The decree is the outcome of the winning of the Government suit against the "Call" rule of the Board of Trade in an action under the Sherman anti-trust act, which was heard last July. The "Call" rule was abolished two years ago. An appeal was taken by the Board from the decision of the Judge and the matter will be carried to the highest courts.

Lamson Bros. & Co., Chicago, gave the fifth annual banquet to their office employees, heads of departments and out-of-town representatives in the East Room of the Hotel La Salle, Chicago, on the evening of January 3. There were about 75 people associated with the firm present, not including guests. L. F. Gates presided as toastmaster and, interspersed with some very pleasing entertainment diversions, there were excellent addresses made by Walter Bachrach of the law firm of Moses, Rosenthal & Kennedy; H. H. Lobdell, one of the firm's officers; J. W. Holmquist of Omaha, Neb., and George H. Davis of Kansas City, Mo.

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at leading terminal markets in the United States for the month of December and the year 1915:

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce.

Articles.	Receipts		Shipments	
	1915.	1914.	1915.	1914.
Wheat, bus.....	5,813,450	1,701,455	5,432,297	2,097,269
Corn, bus.....	1,172,416	2,957,461	164,893	1,835,090
Oats, bus.....	1,535,436	2,914,545	2,070,642	3,361,606
Barley, bus.....	2,660,033	372,906	1,603,484	446,704
Rye, bus.....	779,291	1,357,908	728,833	1,311,721
Hay, tons.....	4,459	2,900	923	600
Flour, bbls.....	223,466	272,978	77,787	192,179

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce (year).

Articles.	Receipts		Shipments	
	1915.	1914.	1915.	1914.
Wheat, bus.....	36,303,781	20,411,272	34,220,765	20,882,558
Corn, bus.....	18,739,745	6,494,847	17,116,005	2,998,887
Oats, bus.....	25,742,902	26,442,681	23,621,123	21,862,369
Barley, bus.....	6,103,985	809,984	5,839,457	693,664
Rye, bus.....	10,218,611	6,170,739	9,516,248	5,013,944
Hay, tons.....	52,119	59,054	8,939	10,053
Flour, bbls.....	1,588,162	1,808,672	857,042	992,367

CHICAGO—Reported by J. C. F. Merrill, secretary of the Board of Trade.

Articles.	Receipts		Shipments	
	1915.	1914.	1915.	1914.
Wheat, bus.....	7,570,000	8,563,000	3,499,000	7,858,000
Corn, bus.....	9,675,000	25,835,000	5,005,000	9,234,000
Oats, bus.....	10,243,000	13,194,000	8,023,000	10,176,000
Barley, bus.....	5,298,000	2,781,000	2,010,000	1,235,000
Rye, bus.....	745,000	537,000	780,000	418,000
Timothy seed, lbs.	2,416,000	3,487,000	2,485,000	3,549,000
Clover seed, lbs.	205,000	1,723,000	879,000	1,665,000
Other gr. sd., lbs.	2,110,000	2,505,000	973,000	1,867,000
Flax seed, bus.	448,000	299,000	14,000	8,000
Broom Corn, lbs.	3,000,000	3,546,000	2,359,000	2,940,000
Hay, tons.....	24,748	34,103	4,545	10,947
Flour, bbls.....	1,173,000	923,000	899,000	819,000

CHICAGO—Reported by J. C. F. Merrill, secretary of the Board of Trade (year).

Articles.	Receipts		Shipments	
	1915.	1914.	1915.	1914.
Wheat, bus....	70,704,000	99,290,000	55,576,000	85,468,000
Corn, bus.....	95,357,000	106,600,000	73,667,000	65,259,000
Oats, bus.....	133,475,000	138,400,000	122,469,000	122,756,000
Barley, bus....	26,167,000	25,460,000	31,662,000	7,077,000
Rye, bus.....	4,648,000	3,432,000	8,852,000	2,240,000
Tim. sd., lbs..	36,815,000	40,736,000	31,662,000	29,369,000
Clover sd., lbs.	12,803,000	9,601,000	8,931,000	8,861,000
Other gr. sd., lbs.	23,453,000	23,854,000	13,610,000	22,175,000
Flax seed, bus.	1,292,000	1,148,000	33,000	31,000
Br'm corn, lbs.	25,298,000	20,070,000	22,214,000	15,830,000
Hay, tons.....	304,342	373,105	73,625	60,887
Flour, bbls....	9,063,000	9,709,000	7,674,000	7,443,000

CINCINNATI—Reported by W. C. Culkins, superintendent of the Chamber of Commerce.

Articles.	Receipts		Shipments	
	1915.	1914.	1915.	1914.
Wheat, bus.....	1,314,114	543,505	761,053	234,209
Corn, bus.....	1,114,930	887,604	355,186	639,749
Oats, bus.....	410,498	403,503	333,776	193,128
Barley, bus.....	101,030	51,569	3,013	49
Rye, bus.....	82,773	41,809	64,803	15,012
Timothy seed, lbs.	3,701	4,782	675	2,249
Clover seed, lbs.	3,031	3,925	764	1,227
Other gr. sd., lbs.	31,487	29,572	23,613	18,296
Flax seed, bus..	669	306	35	5
Broom Corn, lbs.	189,049	256,332	68,921	149,746
Hay, tons.....	17,633	20,980	13,347	15,879
Flour, bbls.....	254,895	231,677	291,466	310,963

CINCINNATI—Reported by W. C. Culkins, superintendent of the Chamber of Commerce (year).

Articles.	Receipts		Shipments	
	1915.	1914.	1915.	1914.
Wheat, bus.....	7,380,386	3,816,892	5,925,048	2,274,321
Corn, bus.....	7,813,414	4,468,404	4,919,785	5,201,039
Oats, bus.....	6,816,890	5,958,304	5,453,405	4,334,653
Barley, bus.....	601,502	589,181	33,565	34,724
Rye, bus.....	702,483	503,248	429,906	157,670
Timothy seed, lbs.	11,619	57,999	33,671	48,810
Clover seed, lbs.	46,250	52,764	38,925	10,837
Other gr. sd., lbs.	161,889	172,838	145,278	131,887
Flax seed, bus..	2,141	717	1,394	1,886
Broom corn, lbs.	1,755,767	1,094,603	531,064	518,780
Hay, tons.....	180,117	239,727	138,777	198,342
Flour, bbls.....	1,644,371	1,642,619	1,287,791	1,346,833

CLEVELAND—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Articles.	Receipts		Shipments	
	1915.	1914.	1915.	1914.
Wheat, bus.....	1,097,168	126,675	159,958	53,086
Corn, bus.....	554,918	407,783	70,930	159,337
Oats, bus.....	829,856	159,469	33,840	84,472
Barley, bus.....	.....	15,022	.....	2,323
Rye, bus.....	157	33,183	.....	.....
Hay, tons.....	4,429	2,591	59	362
Flour, bbls.....	54,658	53,441	32,929	9,110

CLEVELAND—Reported by M. A. Havens, secretary of the Chamber of Commerce (year).

Articles.	Receipts		Shipments	
	1915.	1914.	1915.	1914.
Wheat, bus.....	3,536,597	2,234,566	775,929	1,409,475
Corn, bus.....	3,948,169	2,194,559	873,918	1,124,044
Oats, bus.....	6,470,005	5,449,342	1,226,301	1,341,787
Barley, bus.....	123,058	332,553	11,916	28,795
Rye, bus.....	52,409	136,648	8,024	120,208
Hay, tons.....	44,550	50,270	681	3,427
Flour, bbls.....	729,842	689,918	107,982	153,793

DETROIT—Reported by M. S. Donovan, secretary of the Board of Trade.

Articles.	Receipts		Shipments	
	1915.	1914.	1915.	1914.
Wheat, bus.....	315,000	160,000	189,000	114,000
Corn, bus.....	577,000	696,000	343,000	377,000
Oats, bus.....	557,000	315,000	264,000	25,500
Barley, bus.....	.....	2,000	.....	.....
Rye, bus.....	42,000	92,000	32,000	27,000
Flour, bbls.....	30,000	44,000	40,000	47,000

DETROIT—Reported by M. S. Donovan, secretary of the Board of Trade (year).

Articles.	Receipts		Shipments	
	1915.	1914.	1915.	1914.
Wheat, bus.....	2,714,000	2,246,000	1,904,000	1,004,000
Corn, bus.....	3,797,000	3,349,000	2,843,000	1,121,000
Oats, bus.....	4,775,000	3,997,500	1,425,000	1,028,000
Barley, bus.....	9,000	57,000	11,000	1,000
Rye, bus.....	539,000	518,000	342,000	178,000
Flour, bbls.....	350,000	450,640	449,000	474,900

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DULUTH—Reported by Chas. F. McDonald, secretary of the Board of Trade.

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	16,244,090	3,980,963	16,022,709
Oats, bus.....	579,589	516,111	571,070
Barley, bus.....	1,594,710	735,628	1,694,893
Rye, bus.....	154,270	324,596	318,250
Flax seed, bus...	917,398	573,610	830,362

GALVESTON—Reported by R. T. Miles, chief inspector of the Cotton Exchange and Board of Trade.

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	2,880,000	7,318,000	2,130,502
Corn, bus.....	578,000	.....	540,000

GALVESTON—Reported by R. T. Miles, chief inspector of the Cotton Exchange, (year).

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	32,227,859	38,108,000	31,949,927
Corn, bus.....	1,089,214	.....	737,142

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade.

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	114,000	70,000	67,000
Corn, bus.....	2,503,000	1,468,000	973,000
Oats, bus.....	418,000	164,000	340,000
Rye, bus.....	14,000	.....	8,000
Hay, cars.....	198	141	.....

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade, (year).

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	4,026,000	2,665,000	1,304,000
Corn, bus.....	16,114,000	14,753,000	5,923,000
Oats, bus.....	8,839,000	5,547,000	3,677,000
Rye, bus.....	205,000	24,000	73,000
Hay, cars.....	2,084	2,340	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	9,124,650	5,755,300	4,375,350
Corn, bus.....	4,427,650	1,123,750	1,065,000
Oats, bus.....	644,300	487,900	183,000
Barley, bus.....	470,400	92,400	526,400
Rye, bus.....	75,900	46,200	49,500
Kafir.....	1,116,500	719,400	319,000
Flax seed, bus...	2,000	5,000	4,000
Hay, tons.....	37,236	31,680	5,448
Flour, bbls.....	30,750	15,750	279,500

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade, (year).

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	58,693,950	70,757,550	44,921,150
Corn, bus.....	20,803,750	23,172,500	12,873,750
Oats, bus.....	6,247,500	9,258,200	4,940,200
Barley, bus.....	1,817,200	483,000	1,849,400
Rye, bus.....	361,900	196,900	348,700
Kafir.....	4,527,600	1,362,900	3,554,000
Flax seed, bus...	55,000	41,000	51,000
Hay, tons.....	422,976	316,092	59,028
Flour, bbls.....	179,000	180,000	2,494,500

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce.

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	1,141,300	538,550	468,988
Corn, bus.....	541,875	3,763,800	228,425
Oats, bus.....	3,016,180	2,401,600	2,437,241
Barley, bus.....	3,360,560	2,140,400	1,519,637
Rye, bus.....	556,540	705,970	370,175
Timothy seed, lbs.	483,527	668,755	221,137
Clover seed, lbs.	1,004,579	2,903,020	602,695
Flax seed, bus...	89,540	35,250	.....
Hay, tons.....	4,571	4,190	328
Flour, bbls.....	182,670	255,400	432,258

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce, (year).

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	6,723,175	9,830,750	3,153,035
Corn, bus.....	14,117,585	18,337,855	12,900,468
Oats, bus.....	28,537,780	26,791,900	27,291,551
Barley, bus.....	17,190,720	17,985,540	6,263,969
Rye, bus.....	3,579,250	3,708,255	2,889,316
Timothy seed, lbs.	5,508,480	2,460,735	3,610,614
Clover seed, lbs.	7,136,394	7,134,626	6,917,186
Flax seed, bus...	584,976	662,151	.....
Hay, tons.....	40,747	42,462	10,257
Flour, bbls.....	2,754,270	3,743,708	3,729,772

MINNEAPOLIS—Reported by H. W. Moore, statistician of the Chamber of Commerce.

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	28,524,440	12,533,250	7,642,780
Corn, bus.....	685,000	3,062,280	302,420
Oats, bus.....	5,998,840	2,398,530	5,122,720
Barley, bus.....	7,359,940	2,652,100	6,720,170
Rye, bus.....	1,090,830	832,250	794,900
Flax seed, bus...	1,113,210	1,015,930	169,410
Hay, tons.....	5,541	4,610	855
Flour, bbls.....	111,489	98,473	2,091,900

MINNEAPOLIS—Reported by H. W. Moore, statistician of the Chamber of Commerce, (year).

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	142,669,370	115,389,900	54,643,170
Corn, bus.....	10,777,330	12,259,690	9,465,840
Oats, bus.....	33,544,950	22,215,050	33,457,020
Barley, bus.....	36,593,780	28,303,920	34,556,410
Rye, bus.....	6,237,490	6,007,890	4,324,630
Flax seed, bus...	6,148,970	7,759,130	933,270
Hay, tons.....	45,529	41,710	5,476
Flour, bbls.....	756,688	816,412	19,063,500

NEW ORLEANS—Reported by W. L. Richeson, chief grain inspector and weighmaster of the Board of Trade.

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	2,022,240	8,083,028
Corn, bus.....	510,388	96,585
Oats, bus.....	58,570	43,505

NEW YORK CITY—Reported by H. Heinzer, statistician of the Produce Exchange.

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	13,498,920	15,657,154	.....
Corn, bus.....	496,000	98,529	.....
Oats, bus.....	5,225,400	2,150,505	.....
Barley, bus.....	1,051,625	714,292	.....
Rye, bus.....	212,650	41,804	.....
Timothy sd., bags	4,229	1,569	.....
Clover seed, bags	.....	5,693	.....
Flax seed, bus...	1,026,000	.....	.....
Hay, bales.....	20,034	370	.....
Flour, bbls.....	1,315,753	859,097	.....

OMAHA—Reported by F. P. Manchester, secretary of the Omaha Grain Exchange.

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	3,424,800	2,984,400	2,335,200
Corn, bus.....	2,710,800	3,247,200	1,326,900
Oats, bus.....	1,409,300	1,275,000	954,000
Barley, bus.....	110,600	77,000	23,000
Rye, bus.....	205,700	122,100	192,000

OMAHA—Reported by F. P. Manchester, secretary of the Omaha Grain Exchange, (year).

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	16,587,600	18,925,200	11,408,400
Corn, bus.....	24,295,200	30,004,800	25,342,100
Oats, bus.....	11,042,000	16,950,700	11,560,500
Barley, bus.....	555,000	518,800	96,000
Rye, bus.....	1,076,000	584,300	816,000

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade.

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	332,800	214,000	495,300
Corn, bus.....	3,314,650	1,315,400	1,296,800
Oats, bus.....	770,500	800,500	1,023,000
Barley, bus.....	301,700	216,000	115,800
Rye, bus.....	60,000	82,800	50,800
Mill feed, tons...	5,040	5,422	17,762
Seeds, lbs.....	30,000	180,000	.....
Broom corn, lbs..	105,000	45,000	60,000
Hay, tons.....	3,132	2,710	452
Flour, bbls.....	274,600	250,800	286,964

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade, (year).

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	4,825,025	2,399,033	5,270,700
Corn, bus.....	20,469,967	14,520,478	7,782,478
Oats, bus.....	11,267,400	12,925,660	12,839,499
Barley, bus.....	2,327,900	2,777,825	1,222,540
Rye, bus.....	378,600	493,600	276,050
Mill feed, tons...	61,658	61,341	174,971
Seeds, lbs.....	2,160,000	7,860,000	315,000
Broom corn, lbs..	950,000	1,100,000	660,000
Hay, tons.....	32,896	43,692	14,306
Flour, bbls.....	2,689,900	2,292,000	269,671

PHILADELPHIA—Reported by A. B. Clemmer, secretary of the Commercial Exchange.

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	4,253,823	3,528,404	3,679,644
Corn, bus.....	146,827	498,224	8,571
Oats, bus.....	1,429,472	574,551	625,194
Barley, bus.....	100,232	73,632	150,997
Rye, bus.....	70,000	84,000	22,154
Timothy sd., bags	.....	950	.....
Clover seed, bags	350	1,610	.....
Flax seed, bus...	113,426	78,200	.....
Hay, tons.....	8,140	5,665	.....
Flour, bbls.....	294,656	351,037	85,215

PHILADELPHIA—Reported by A. B. Clemmer, secretary of the Commercial Exchange, (year).

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	34,860,627	22,609,716	30,838,447
Corn, bus.....	3,904,354	2,640,361	1,875,273
Oats, bus.....	18,744,587	10,919,375	9,989,390
Barley, bus.....	667,581	584,464	659,160
Rye, bus.....	1,284,594	403,000	1,224,815
Timothy sd., bags	3,620	3,138	.....
Clover seed, bags	5,238	5,267	.....
Flax seed, bus...	640,827	927,881	.....
Hay, tons.....	74,543	80,356	.....
Flour, bbls.....	2,291,162	2,414,790	1,149,640

ST. LOUIS—Reported by Eugene Smith, secretary of the Merchants' Exchange.

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	4,158,258	3,389,862	3,209,370
Corn, bus.....	1,579,390	1,584,000	266,140
Oats, bus.....	1,390,600	1,860,900	852,760
Barley, bus.....	253,200	304,200	15,920
Rye, bus.....	89,100	45,100	94,300
Hay, tons.....	16,885	31,260	6,060
Flour, bbls.....	412,410	315,340	573,260

ST. LOUIS—Reported by Eugene Smith, secretary of the Merchants' Exchange, (year).

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, bus.....	35,250,404	33,569,047	28,179,270
Corn, bus.....	18,917,185	17,105,825	9,920,870
Oats, bus.....	19,402,855	24,944,650	13,700,280
Barley, bus.....	1,463,170	2,390,580	196,310
Rye, bus.....	495,463	389,000	385,160
Flax seed, bus...	620	2,400	.....
Hay, tons.....	247,825	291,780	130,685
Flour, bbls.....	3,952,190	3,514,750	4,905,180

SAN FRANCISCO—Reported by W. B. Downes, statistician of the Chamber of Commerce.

Receipts		Shipments	
1915.	1914.	1915.	1914.
Wheat, ctls.....	219,775	.....	75
Corn, ctls.....	10,310	.....	5,182
Oats, ctls.....	67,315	.....	6
Barley, ctls.....	360,547	.....	241,544
Rye, ctls.....	455	.....	.....
Hay, tons.....	8,885	.....	1,720
Flour, bbls.....	112,164	.....	36,167

IMPORTANCE OF SEED IMPROVEMENT

What does it profit a farmer if he follows all good practices of soil tillage and fertility management, if he plant dead seed, seed of low vitality, or seed not adapted to his locality? Poor seed cannot produce big crops of superior quality. Every year there is far too much poor seed planted. Some of it does not grow—cannot grow. Vitality in seed is the first essential to its growth. The next part of importance is the vigor with which the seed grows. No amount of strenuous work or expense can produce a crop of superior quality from inferior seed. All the money invested in farm lands and equipment, all the labor, and the care of the crop from the time it is planted until it is fed or sold are limited in returns by the quality of the seed planted. If only 60 per cent of the growing crop matures, it means that 40 acres out of every hundred are unprofitable. The farmer can no longer depend upon advancing land values for his profit, as in the past. Increased yields from every acre are imperative and better quality is demanded if the farmer is to pay interest on his investment and to make for himself fair wages and profits.

TRADE NOTES

N. P. Bowsher Company of South Bend, Ind., found 1915 an unusually good year for sales of the Bowsher Mill and all indications point to a coming successful season.

Greetings and good wishes come from the Invincible Grain Cleaner Company of Silver Creek, N. Y., in a Christmas card which also breathes the spirit of the holiday season by a winter scene of lighted homes, churches and snow-clad hills and trees.

The Richardson Scale Company of Passaic, N. J., with branch offices in principal cities, wished their many friends a Merry Christmas on a holiday card that showed the Richardson Automatic Type Registering Scale emerging from an egg. A fat turkey gobbler witnessed the birth of this new type of the Richardson Scale.

The Day Company of Minneapolis, Minn., manufacturers of Day's Dust Collecting Systems and Dust Collectors, mailed holiday greetings of good will to their friends in an attractive announcement in which holly leaves bent to reach the shepherds which long ago heard the message of peace and good will to all mankind upon the earth.

The large numerals in the 1916 calendar sent out by the Union Iron Works of Decatur, Ill., make it as easy to see the date of the month as that each day adds to the customers and popularity of this supply house. A handsome representation of the works of the company is a leading feature of the calendar and we are informed that all departments are busy with an excellent New Year's outlook.

The cover picture of *Graphite* for January, published by the Joseph Dixon Crucible Company of Jersey City, N. J., shows Otter Cliffs at Mount Desert, Maine, reproduced by a drawing made with one of Dixon's Eldorado Drawing Pencils. This house organ will continue during the year to tell about Dixon's Silica Graphite Paint which has been used by the grain trade for years, with unvarying gratifying results.

Sprout, Waldron & Co. of Muncy, Pa., maintain a special service department for all dealers contemplating installing a feed grinding department in connection with their grain business. They call attention to the many distinct advantages of the Monarch Ball Bearing Attrition Mill and the catalog D-No. 115 describes this mill fully, setting forth the proof to its claims for efficiency. This catalog will be sent anywhere on request.

The Burrell Engineering & Construction Company of Chicago, Ill., has published what is termed a double 3-foot list of its customers since 1901. The list embraces 674 names of firms having Burrell-built elevators and capacities range from the country house to the mammoth storage elevators of millions of bushels. The company has just closed a prosperous year, having erected more than 100 elevators the past season in various sections of the country.

A. T. Ferrell & Co., manufacturers of grain and seed cleaning machinery of Saginaw, Mich., recently filed articles of incorporation, increasing their capital stock to \$500,000. This company is known throughout the country, and their larger business demanded greater capital for handling their trade. The company starts the year 1916 with an unusually well equipped and strong organization. A. T. Ferrell, president and general manager of the new corporation, is the oldest member of the Board. He has been engaged in the business for the past 25 years, after 10 years' experience in a country hardware and implement store where he acquired a general knowledge of the country elevator business by conducting the same for J. E. Smith, who was the originator of the Clipper Cleaner and whom he succeeded. Starting with a small business 25 years ago, Mr. Ferrell has built up the present business

and has proved himself second to none in the manufacture and sale of grain, seed and bean handling machinery and perhaps has the largest personal acquaintance of any man ever engaged in this line of business. Frederick M. Marks, director and secretary of the company, has been associated with A. T. Ferrell & Co. for the past 15 years as Mr. Ferrell's right-hand man and assistant, being well versed in every branch of the business. S. E. Simmons, another member of the Board of Directors and treasurer of the company, has had 25 years' experience in the hardware and lumber business and also has been with A. T. Ferrell & Co., in his present capacity for the past three years. C. H. Brand, fourth member of the Board, is also a man of much experience, owning and operating the Bliss Coal Company's mine at Saginaw. He owns and operates the D. Hardin Planing mill, manufacturers of high grade sash and doors and fine interior finish. He is also interested in the firm of Brand & Hardin, millers and dealers in grain, seed and beans. He has been actively connected with the Commercial National Bank of Saginaw. The fifth member of the Board, Arnold Boutell, is another man of very wide experience and is a very successful man, having been one of the principal owners and operators of the Saginaw Manufacturing Co., who have built up a very large business in the past 23 years in the manufacture of washboards and the Gilbert wood-split pulleys. He is also prominently identified with the National Washboard Company and with The Bank of Saginaw. The plant has three railroad sidings which gives them direct service with the Grand Trunk, Pere Marquette and Michigan Central Railways and they are also situated five blocks from two local freight houses, all of which is located on a very desirable piece of land with a frontage of 500 feet on an improved street and a depth of 500 feet on another improved street. The plant is arranged throughout so as to be particularly economical for the handling of this class of machines.

THE 1916 OUTLOOK

There has been no year within the past decade when the future outlook for substantial prosperity appeared so promising as it does in the beginning of nineteen hundred and sixteen. We have plenty of capital to keep the boilers of business enterprises glowing, and confidence is everywhere around and about us with its promptings to larger expansion of human energies.

Large harvests are necessary to "good times" and we have been blessed with a great cornucopia of wealth from the soil. We are providing the other half of the world with the necessities of life as well as, regrettably, the materials for death, and our profits from these sources have been immense.

In the grain elevator building and machinery equipment line there was unusual activity during 1915 and all indications point to a coming successful year. We take pleasure in publishing a number of views of leading manufacturers on the present outlook in the following:

Editor American Grain Trade:—We had, in 1915, the biggest year in the history of our business. There is nothing at the present time to indicate anything other than an increase this year over last.

Yours very truly,

THE BAUER BROS. COMPANY.

Springfield, Ohio.

* * *

Editor American Grain Trade:—As to what we deem the outlook for our business, and business in general, for the coming year, at this time it is rather hard to tell just what the outlook is. However, with us it is more favorable by 50 per cent than it was at the beginning of 1915. As you are well aware, we have on our books now two large

orders, one for the Calumet Elevator, Chicago, and one for the Capital Elevator at Duluth, to start with, and we had no such orders last year. We anticipate elevator building will be more brisk in 1916 than in 1915, and with the flour mill business we expect to do a larger volume of business the coming year than last, unless something unforeseen turns up.

Yours very truly,

HUNTLEY MANUFACTURING COMPANY.

Silver Creek, N. Y.

* * *

Editor American Grain Trade:—As to the prospects for 1916 all indications point to a prosperous year for all lines of industry. Of course, in the unsettled state of affairs due to the European war almost anything unexpected may happen, but conditions in the United States are fundamentally sound, and we can see no reason to anticipate anything but a good year.

Yours very truly,

H. W. CALDWELL & SON COMPANY.

Chicago, Ill.

* * *

Editor American Grain Trade:—We have just finished a very successful year, in fact the past five years have been most gratifying, and everything looks favorable for a large year in our line for 1916. The prospects are unusually bright for this season of the year.

Yours truly,

A. T. FERRELL & CO.

Saginaw, Mich.

* * *

Editor American Grain Trade:—The prospects for future business look very encouraging, in fact the last three months of 1915 were somewhat ahead of our business in 1914, and from the inquiries we are receiving we feel confident that future business will be all that we can expect.

Yours very truly,

THE BEALL IMPROVEMENTS COMPANY, INC.

Decatur, Ill.

* * *

American Grain Trade. Chicago:—Business for 1915 was a shade better than in 1914, but not up to normal, and we are not looking forward to business getting back to normal until the war situation is settled.

The present unsettled condition in the cost of nearly all metals and other materials, we fear will make a big slump before business men generally will be prepared for same, and we think an unusual amount of caution is necessary in taking on new business at this time, particularly for future delivery.

We believe we shall have more business this year than last and are well prepared to take care of same. We are hoping for an early cessation of the war so that there will be a discontinuance of inflation in the prices of labor and materials.

Yours very truly, THE WOLF COMPANY.

Chambersburg, Pa.

* * *

Editor American Grain Trade:—The matter of future business for the grain and milling line and its kindred connected line of machinery is a matter of considerable interest to all the trade.

From the outlook of the Invincible Grain Cleaner Company we consider that the year 1916 will be good. There seems to be a good general demand for machinery and judging from this there must be a good general demand for flour or a good prospect of it in the near future and at good prices. Many new mills are being projected and we expect that the coming year will be one of the best years we have ever had. Inquiries are many and our representatives report everything looking well in their respective territories. Our business in 1915 was very satisfactory, in fact far ahead of 1914 and well up with most of our prosperous years. The fore part of the year, it will be remembered, was not particularly good. Business during that time was very poor and not up to the mark. The latter part of the year was much better and the total average made the total year considerably better than 1914. It would seem to us that with the world to feed, the

NEWS LETTERS

American miller should be in position to command his price and sell his products without trouble from now on. Because the whole world will come to America for its flour for some time to come, without any doubt.

Yours truly,
INVINCIBLE GRAIN CLEANER COMPANY.
Silver Creek, N. Y.

* * *

Editor American Grain Trade:—While the first part of 1915 did not look any too good, nevertheless as the months went by, a rapid improvement in business conditions came about, finally ending in last year being the largest that the "Eureka Works" had ever experienced, both in regard to amount of gross sales and number of machines built by our company.

It is hardly necessary to say that everyone connected with our institution is delighted, and we look forward to equal prosperity in 1916.

Very truly yours,
THE S. HOWES COMPANY.
Silver Creek, N. Y.

* * *

Editor American Grain Trade:—In the manufacture of elevating, conveying and power transmission machinery for the grain elevator and flour mill trade we are glad to report that we enjoyed an increased business in 1915, this increase being in keeping with the activities of the trade in general in handling the large crops, and particularly export shipments.

In regard to 1916, we can say that prospects look encouraging not only in the grain field but in the other various industries for which we manufacture elevating and conveying machinery. We believe that we have reasonable hopes for a year not only better than 1915 but better than for several years past.

Yours very truly,
THE WEBSTER MFG COMPANY
Tiffin, Ohio.

* * *

Editor American Grain Trade:—We are pleased to advise that the outlook for business from our standpoint for the coming year is very bright.

We are quite sure that a great many improvements which were badly needed this past fall were postponed until spring on account of the wet grain and general bad conditions experienced by the country grain elevator man the past season.

General business seems to be decidedly improving and we look forward to a very good business in our line the coming year. There seems to be a general movement among the grain men to co-operate with each other more with a view of cutting out unfair competition and the grain elevator man today is realizing the necessity of improving his grades to the extent that considerable new machinery will be required for this purpose.

We are preparing ourselves for the coming season by making up a lot of stock so that prompt deliveries can be made on all standard machines.

Yours very truly,
THE PHILIP SMITH MFG. COMPANY.
Sidney, Ohio.

* * *

Editor American Grain Trade:—Business with us the past year has been highly satisfactory, not in a smug, self-satisfied sort of way, but we haven't worn long faces, and if the way our sales have increased from month to month is any criterion of what we may expect in 1916, business is going to be excellent.

The month of December has been a climax to previous months of healthy activity in our particular line of work. Our sales for this month were twice those of October, and three times those of September. The mighty conflict now in progress in European countries has affected us to no large extent except in the increasing cost of materials, but our farmers continue to prosper, and this means business for the grain dealer, who in turn shares it with the elevator equipment men.

Yours truly,
B. S. CONSTANT MFG. COMPANY.
Bloomington, Ill.

INDIANAPOLIS

F. J. MILLER - - CORRESPONDENT

THE Indianapolis Board of Trade has begun its 1916 activities with a record of considerable progress made in 1915, in spite of the war and other unusual interferences. The trading floor, which was opened February 15, 1915, because of the increase in the hay, grain and milling business, has been of great value in facilitating transactions. About 30 firms and individuals are now represented.

In 12 months the grain inspection department, headed by Samuel A. Holder as chief grain inspector and weighmaster, inspected 5,244,000 bushels of wheat, 20,540,400 bushels of corn, 14,406,600 bushels of oats, 255,600 bushels of rye, and 2,027 cars of hay. These showed a considerable increase over the preceding year in all except hay. The figures were: Wheat, 3,243,600 bushels; corn, 19,962,000 bushels; oats, 9,777,600 bushels; rye, 18,000 bushels; and hay 2,376 cars.

The traffic department, of which R. H. Hargis is traffic manager, was one of the most important divisions of the Board. It was busily engaged in maintaining a high standard of service in the Indianapolis terminals, obtaining a revision of rates affecting Indianapolis and preventing discrimination in favor of competing points. The traffic department of the Board has intervened in a number of cases in which the interests of Indianapolis are adversely affected by complaints filed by competing markets, with a view of maintaining parity of rates in the adjustment which may be brought about.

* * *

One of the most important changes in recent months in local grain circles is the dissolution of the Urmston-Harting Grain Company and the incorporation of the Urmston Grain Company, with a capital stock of \$150,000. Leroy Urmston is president and C. W. Urmston is secretary-treasurer of the new corporation. Essie E. Urmston is the third director.

Before coming to Indianapolis Leroy Urmston was in the grain business in Tipton. While he was operating the company there he opened a Buffalo office. In May, 1914, he removed to Indianapolis, closing the Tipton office. The Urmston Grain Company then operated in Indianapolis and Buffalo looking after the elevator and brokerage business, while the Urmston-Harting Company was formed to handle the track buying in Indianapolis. Sherman B. Harting was the second member of this firm. He now retires from the combination. Track buying will be done only at the Buffalo office of the new Urmston Grain Company, where C. W. Urmston, a son, is manager. The Indianapolis office will devote its attention solely to the commission and brokerage business. William C. Hayward, who for five years has been with the Mutual Grain Company, which he has assisted materially in building up a large business, has become office manager for the Urmston Company.

* * *

Local grain men have noted with particular attention the advice of Brandt C. Downey, president of the Commercial National Bank, given in a public address, that no animal feed of any kind should be exported from the United States. "We should export only articles for human consumption," he declared. "The economists of the foreign countries are big enough and wise enough to take every grain of wheat as fast as we raise it, at the prices we ask,

and we pat ourselves on the back for being the breadbasket of the world. If that keeps on, we won't be able to raise wheat. We are robbing the soil."

* * *

R. R. Hargis, traffic manager of the Indianapolis Board of Trade, is one of the new directors of the Indianapolis Transportation Club, an honor well merited.

* * *

Frank Strange, a grain dealer of Frankfort, Ind., is to build a large elevator on the proposed new arm of the Pennsylvania Railroad from Indianapolis and Frankfort, if present plans are carried out. A number of Clinton County farmers and Frankfort business men are interested in the plan. A. B. Cohee & Co., who operate elevators at Lebanon and Whitestown, are also mentioned as prospective builders of elevators along this line. In fact, the proposal of the Pennsylvania road to put through this extension has brought about a lively contest for elevator sites along the right-of-way in Boone and Clinton Counties. Of course there are so many persons talking about elevators that if all of them should actually build, all would be bankrupt in short order. But it is expected that several structures will actually go up. The new line, which already has been surveyed from Ben Davis, an Indianapolis suburb, as far north as the south line of Clinton County, is designed to give the Pennsylvania its own right-of-way between Indianapolis and Chicago. As now being surveyed, the arm would be 43 miles long and would strike no important towns between Indianapolis and Frankfort. It would run west of Lebanon and east of Throntown, touching Frankfort on the west side and connecting there with the Michigan division of the Vandalia Line. Although the date at which construction work will be begun is not yet determined and may be a long way off, plans for elevators are being discussed on a large number of sites.

* * *

The Farmers' Elevator Company, of Otterbein, Ind., capitalized at \$15,000, has been incorporated by Timothy Harrington, Jr., A. J. Cook and John W. Fowler. Another Farmers' Elevator Company has just been incorporated for \$10,000 at Packerton, with George Merkle, Samuel Smith, William Reed and Walter Vance as directors.

* * *

Fire, believed to be of incendiary origin, caused damage of about \$5,000 to the Colfax Elevator, owned by farmers in the surrounding district. It is believed an effort was made to rob the elevator and the fire was set to hide traces of the crime.

* * *

Hinton Brothers' grain elevator at Ridgeville, Ind., was destroyed by fire of mysterious origin. It had gained much headway before it was discovered by a telegraph operator. The loss is \$30,000, partly covered by insurance.

* * *

Judson Hayden, Henry Sanders and Siegfried H. Isaacs of Indianapolis have formed the Independent Feed and Fertilizer Company, capitalized at \$10,000.

* * *

The Nickel Grain Company of Valparaiso has increased its capital stock \$6,300, making the total capitalization \$16,300.

* * *

An increased demand for grain in at least two Indiana cities is the direct result of the war which has shut off so much of the grain trade proper. Twenty-eight thousand bushels of corn are being ground daily in Terre Haute and 4,000 bushels a day in Vincennes, by distilleries to make 160,000 gallons of spirits, more than 100,000 gallons of

which is converted into denatured alcohol and used in making smokeless powder for the allies. It is shipped to New Jersey in sealed oil tank cars, and in bond to the Government because no tax is collected. The corn market in the western part of the state is therefore experiencing a boom. Some insiders who knew of the contracts for spirits got into the corn market when the price was below 50 cents—and it is now around 70. The output of spirits for whisky is said to be increasing in Terre Haute and Vincennes, notwithstanding the fact that several states went dry January 1. The increasing dry area is said to have caused the increase in spirits because the trade in bottled goods shipped into dry states from outside has grown considerably.

* * *

The widow of E. Blish Thompson, of the Blish Milling Company, Seymour, Ind., who lost his life when the *Lusitania* went down, has established an annual scholarship of \$600 in Sheffield Scientific School of Yale University in honor of her husband's memory. The scholarship is to be awarded to graduates of the Shields High School, Seymour, of which Mr. Thompson was a graduate.

TOLEDO

E. F. BAKER - - - CORRESPONDENT

THE Toledo grain dealers feel that the year just closed, despite some bad luck from evil weather conditions, has been a good one. Business has been active and more grain has passed through Toledo than for many years previously. This is in a measure due to the equitable rate adjustment secured after years of hard fighting and the general opinion is that if this rate adjustment is upheld and made permanent at the hearing next August Toledo will have a great future as a grain center.

The local Produce Exchange has in the past year removed to up-to-date and handsome quarters in the 22-story Second National Bank Building, and practically all the grain offices have secured quarters in the new building. Many of the offices overlook the harbor, and from the windows the immense freighters can be seen unloading and taking on cargoes at the docks and elevators.

The grain movement here has been heavy. Early in the season the wheat and oats were in bad shape, owing to poor handling and wet weather, but for the past couple months there has been a notable improvement. Wheat and oats have been coming in well since the first of the year, but the corn movement has been somewhat delayed. A 50 per cent advance has been made in corn and this has brought about a bullish situation among the farmers who are now inclined to hold their corn for higher prices. A large portion of the corn coming in from the Northern belt was frosted, but better grades have been coming in recently. The wheat releases have been heavy, farmers seeming willing to sell. A large percentage of the wheat is grading No. 2 red and the quality of No. 2 red was never better. It is explained that farmers who took care of their wheat early and got it off the field before the rains came had a superlative quality. Those who were caught by the rains of course suffered. Oats are dribbling in with fair rapidity, but considerable mow-burnt stuff is found.

According to Secretary Gassaway, the Toledo wheat receipts for the year amounted to a third more than those of the previous year. The total receipts for the year ending January 1, 1916, were 9,551,000 bushels, as compared with 6,857,000 bushels for the previous year. Receipts of corn were smaller, the total being 4,132,000 bushels, as against 4,310,000 bushels the previous year. Receipts of oats were nearly doubled. The total oats receipts were 6,341,000 bushels against 3,585,000 bushels for the previous year. Total shipments of wheat for the year amounted to 6,462,000 bushels, as compared

with 4,240,000 bushels. There was a heavy export movement here, and a good deal of both wheat and oats came through in bond.

The receipts for the past week were as follows: Wheat, 151,000 bushels; corn, 112,800 bushels; oats, 80,000 bushels. Shipments, 170,200 bushels; corn, 49,800 bushels; oats, 96,300 bushels.

A good crop is anticipated, as there has thus far been no weather to injure the growing plants, at least in this section of the country.

* * *

The Toledo Produce Exchange had its annual election of officers on January 3. C. S. Coup, vice-president and general manager of the Northwestern Elevator & Mill Company, was selected to succeed F. O. Paddock, who for the past three years has filled that honorable position with credit to himself and profit to the Exchange. Mr. Paddock had the signal honor of being the only third term president ever elected by the local Produce Exchange, which had to adopt new by-laws to make the proceeding legal. Other officers chosen by the 'Change at the



CYRUS S. COUP
President Toledo Produce Exchange.

last election were: Vice-presidents, Jesse W. Young, of the Young Grain Company, and Walter E. Stone, of the Churchill Grain & Seed Company; secretary, Archie Gassaway, who has held this position for years; treasurer, Fred Jaeger, of J. F. Zahm & Co. Board of Directors: F. O. Paddock, Frank I. King, David Anderson, E. L. Southworth, H. Wallace Applegate, Frank W. Annin, Frank R. Moorman, George D. Woodman, Richard S. Sheldon, Raymond P. Lipe. Committee on Arbitration, E. L. Camp, L. A. Mennel, J. A. Smith, K. D. Keilholtz, C. W. Mollett, E. A. Nettleton, Fred Mayer. Committee on Appeals, W. H. Haskell, R. L. Burge, F. C. King, G. J. Rudd, W. A. Boardman, O. H. Paddock, J. Wickenhiser, H. R. DeVore, A. Mennel, C. S. Burge, D. W. Camp. A meeting was held this week at which the officers were installed and committees appointed.

* * *

There is considerable talk about additional grain storage elevators for Toledo, but thus far it has been mostly talk. The Pennsylvania Railroad has been considering the erection of a 5,000,000-bushel salvage wheat elevator for this city, but no definite action has been taken.

* * *

Edwin N. Crumbaugh, prominent Toledo grain and seed dealer, died recently at his home in this city, after an illness of several years' duration. Mr. Crumbaugh was born in Dayton, Ohio, August 7, 1863, the son of a professor of the high school. Prof. Crumbaugh moved with his family to Toledo in 1869, holding the position of professor of the high school up to the time of his death. Crumbaugh began his business career at the age of 12 years and entered the grain trade as special messenger to C. T. Wales, of the Produce Exchange. In 1890 Mr. Crumbaugh and E. W. V. Kuehn formed

a partnership in the grain and seed business under the firm name of Crumbaugh & Kuehn, the firm afterward being incorporated and still doing business under the name of The Crumbaugh-Kuehn Company. Mr. Crumbaugh was president of the firm, the other members being Mr. Kuehn, W. R. Hadnett and Frank Moorman.

* * *

The East Side Iron Elevator Company is expending \$30,000 on an underground conveyor system which will double the grain handling capacity of this elevator. Secretary Bert Boardman, of the company, says: "Owing to the fact that Toledo is the natural gateway for the shipment of Canadian export grain by the way of Newport News this class of export grain has been increasing right along and we expect it to continue, so are trying to prepare for the handling of it."

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Tom Day has left the office of C. A. King & Co. to go into the manufacturing business.

* * *

With the removal of the Young Grain Company to the Second National Bank Building, where the Produce Exchange is now located, but one firm is left in the old building, the Northwestern Elevator & Mill Company. This firm also will move into the new building with the expiration of its lease.

* * *

Fred Wickenheiser, of the John Wickenheiser Grain Company, who is managing the elevator at the village of Latty, Ohio, spent the holidays in Toledo. "Gee, but it's fine not to have to stumble around in the dark every time you set your foot out at night," was his chief comment.

* * *

The Produce Exchange bowling team has won the proud distinction of leading the city league. The honor has been won after but three years' practice and the boys are inclined to think well of their progress. The last game bowled showed a 900 score, while they have rolled over a thousand. Wallace Applegate is captain of the team, the other four members being Harry DeVore, George Rudd, R. S. Sheldon and Ed Housen.

* * *

A social event of much interest took place in Toledo this week, when Mr. and Mrs. D. W. Camp celebrated their 55th wedding anniversary. Mr. Camp is head of one of Toledo's most prominent milling firms, and although 80 years old, Mr. Camp goes down to his office every day and takes a keen interest in the business and political affairs of the city.

NEW YORK

C. K. TRAFTON - - - CORRESPONDENT

UNQUESTIONABLY all experienced and well-informed members of the grain and flour trades must have smiled in a somewhat sardonic fashion when they read in the recent market reports that the advance in wheat was largely based on the discovery (sic) that the last winter wheat crop had been over-estimated. Such a rude awakening, no doubt, brought to their minds the story of the awakening of the celebrated sleeper, Rip Van Winkle. The fact that they have just made this wonderful discovery (?) demonstrates conclusively that they, too, must have been in a decidedly comatose condition for nearly half a year, in as much as practically every shrewd, wide-awake, and well-informed dealer must have known months ago that the crop had been seriously damaged by the heavy and protracted rains throughout the principal Western winter wheat states before and during harvest time.

It is hardly believable that there was a single prominent grain handler or miller in winter wheat states who did not know that the production of prime milling wheat was reduced at least 100,000,000

bushels by the bad weather. Indeed, there are several trustworthy authorities who do not hesitate to assert that the loss in this respect amounted to 150,000,000 bushels. This has been partly demonstrated by the fact that numerous winter wheat millers have been buying spring wheat freely, partly for mixing purposes.

In view of the facts described, it is small wonder that virtually all conservative and well-posted merchants, millers, etc., have been more or less surprised and dissatisfied because the Department of Agriculture continued to practically ignore this exceedingly important deterioration. It is small wonder that they have been astonished that the vast machinery of the Department, together with its large expenses, could not long ago give some idea as to the losses when private individuals were able to arrive at some trustworthy estimates. To persist in saying that the crop amounted to 655,000,000 bushels is bewildering, to say the least.

* * *

Walter Beavan, who was one of the most active and popular members of the local grain trade for many years, but is now floor manager on the Chicago Board of Trade for Lamson Bros. & Co., commission merchants, came East to spend Christmas with relatives as usual, and was heartily welcomed upon visiting his old friends on the New York Produce Exchange, where he still retains his membership. Mr. Beavan stated that the Chicago market had been extremely broad and active and that the activity was of a much more normal and healthy character than generally supposed. In other words, the transactions represented the actual merchandising of the grain almost entirely and was not due so much to great speculative operations as many had imagined. He expressed the opinion that the great buoyancy was largely caused by the enormous demand in the recent past for both domestic and foreign account. The upturn was also partly due to the unusually free early marketing by farmers in the Northwest. As they have already shipped out a large percentage of their surplus, some diminution in the movement from that quarter is looked for in the near future. Moreover, large quantities of prime spring wheat have been taken by millers in the Southwest for mixing on account of the inferior quality of the last winter wheat crop. In his opinion the advance in corn was largely traceable to strong support by prominent interests.

* * *

James Carruthers, head of the big grain house of James Carruthers & Co., Montreal, Winnipeg, and New York, spent several days recently with members of the grain trade on the Produce Exchange and stated that his company had been given charge of about 15,000,000 bushels of the wheat commandeered by the Canadian Government, which they were to ship as directed. In view of the large supplies here and elsewhere he thought the advance in wheat prices had been too rapid, and hence he does not expect any further upturn for the time being. In his opinion, European supplies are ample for all present requirements, and especially as consumption has been curtailed because of the remarkably high prices current, which in turn are partly based on the excessively high rates charged for ocean transportation. Mr. Carruthers is convinced that the Government will not repeat its drastic step of commandeering a large quantity of wheat as he believes that the supply available is so large as to make such action unnecessary. In short, the wheat could have been bought just as cheaply in the regular way in the open market.

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Charles W. Chilcotte made application this month for membership in the New York Produce Exchange, where he will represent the old commission firm of Knight & McDougal, Chicago and New York. For about 15 years Mr. Chilcotte has been in touch with grain markets, and for the past eight years has been constantly in charge of the local end of his firm's wire to the Chicago Board of Trade, which is the best record of any private wire operator south of Fulton Street. During that time he won the respect and confidence of his employers and associates,

which, in addition to his thorough knowledge of the business, made him the logical man to act for the firm on the Exchange floor following the resignation of Louis T. Van Iderstine.

* * *

Moses Cohen, well known in local grain circles for several years, but now president of the Canadian Atlantic Grain Company, Winnipeg, Man., received a cordial welcome from his old associates a few weeks ago. Mr. Cohen stated that the remarkable shortage in freight cars had been a serious drawback to business.

* * *

John T. Morris, who was for years the junior partner of the old grain and flour commission firm of Isaac H. Reed & Co., which was dissolved a few years ago, and who has since been in the grain trade on his own account, returned to his post on 'Change recently after having been ill for over a month and was warmly welcomed by his old friends and associates.

* * *

The Vincent Loeser Company, well known to members of the grain and flour trades for many years as forwarding agents and ocean freight brokers, was liquidated on the first of the year and has been succeeded by the firm of Loeser, Robinson & Armstrong. Joseph Robinson has been well known in trade circles as an employee of the old firm, while Harold Armstrong, the junior partner, was formerly with Funch, Edye & Co.

* * *

Joseph A. Blake, who is engaged in the grain and hay business in this market, being associated with his father in the firm of Thomas M. Blake & Co., was elected to membership in the Produce Exchange this month.

* * *

J. R. Harold, grain merchant of Wichita, Kan., spent a few days in local grain circles recently and stated that farmers in his territory were holding back a fair quantity of wheat, but much of it was of poor quality, some being unfit for milling as a result of the bad weather. The corn crop there was comparatively small, but the quality in the main was excellent, there being a smaller moisture content than in many other sections, whereas in Iowa the rainfall had been so excessive that much of the corn was too soft and damp to be of much value.

* * *

Nisbet Grammer, president of the Eastern Grain, Mill & Elevator Company, Buffalo, N. Y., was among the recent visitors in local grain circles.

* * *

Reports that Oscar K. Lyle, the well known crop expert, has been improving in condition recently were received with much gratification by members of the grain trade. It was stated that he had become strong enough to take a few short walks, but his family refused to allow him to visit his office, which he had been eager to do. However, his friends are hopeful that he may be seen on the Exchange floor in the near future.

* * *

E. L. Waggoner, who recently severed his connection with the Marshall Hall-Waggoner Grain Company of St. Louis, Mo., and then married Mrs. Arrah Smith, came East on his honeymoon, spending several weeks at the Hotel McAlpin in this city, later sailing for Cuba, intending subsequently to visit Palm Beach for an indefinite period.

* * *

Members of the local grain trade learned with regret early this month that Louis T. Van Iderstine, after a service of about twenty years, had resigned his position with the old commission firm of Knight & McDougal and become associated with the bond house of Gartenlaub & Co. While in the grain trade Mr. Van Iderstine made a great many friends who were sorry to have him go and wished him all success in his new field.

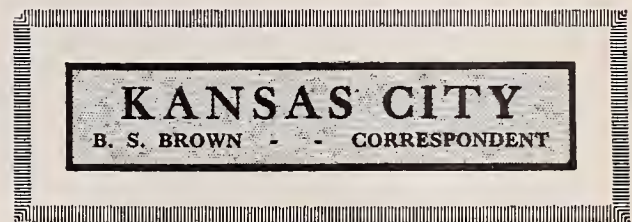
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The death was announced on the New York Produce Exchange of John T. Fenby, aged fifty-eight years. Mr. Fenby had been engaged in the grain business for many years; originally with Bingham

Bros., at one time one of the largest and most prominent houses in the trade; then with R. W. Forbes & Son; and still later with the Nye & Jenks Grain Co. His many friends in the trade, while deeply pained, were not greatly surprised, as he had been in poor health for several years.

* * *

The Nye & Jenks Grain Company (New York office) announced early this month that Robert Edelstein was no longer associated with them and would not sell grain for Weil, Hermanos & Co. under their name.



MOVEMENT of wheat and other grains into Kansas City during the latter part of December and the first part of January reached heavy proportions and almost reached the height of the usual after-harvest influx. Farmers throughout the Kansas City district apparently have decided to quit holding for higher prices and now are dumping their stocks into this market, with the result that the yards are becoming congested. Railroads on one day reported from 2,000 to 2,500 cars of grain tied up here, mostly on the Santa Fe tracks. Very little grain is moving from here now, as export centers likewise are crowded, according to reports reaching here, and shipments through Galveston are small. Despite all this, the market has been strong and the market, with only a few exceptions, has been steadily upward.

More than twelve hundred cars of grain were received in Kansas City on December 27, a record that never before has been approached at this time of the year. Included in the shipping was 655 cars of wheat, 433 cars of corn, 50 cars of oats and 111 cars of Kaffir, the wheat receipts being only 12 cars less than that of the high mark of the year.

* * *

Stocks held in the Kansas City elevators are almost without exception less than at the same time a year ago. Figures for the totals on January 5 show holdings now of 7,842,897 bushels of wheat, against 9,613,165 a year ago; oats 780,692 bushels against 985,211 in 1915. Of the minor grains, rye and barley both are under the year ago holdings but kafir shows an increase of approximately 20,000 bushels, the only grain showing an increase.

* * *

Reports coming into Kansas City show that some Kansas counties that previously have used all their grain for feeding, now are shipping. Chase County, which generally does not produce enough grain to feed the large numbers of hogs and cattle fattened, is shipping both corn and Kaffir now. Corn is commanding prices of 57 and 58 cents a bushel for deliveries direct from the fields.

* * *

The annual election of the Grain Clearing Company of the Kansas City Board took place on January 3. Only three candidates for the three vacancies on the board of directors appeared and were named. They are F. G. Crowell, D. F. Piazzek and W. B. Lincoln. The directors elect their president. C. W. Lonsdale has served in that capacity for the last two years.

* * *

The Kansas wheat acreage is off what it was a year ago, although the condition of the growing wheat is given at 88.4, an advance of five points over the year ago condition. These figures are included in the December report of J. C. Mohler, secretary of agriculture, and give the total acreage as 8,454,000, whereas the sowing a year ago was 9,448,000 acres. Practically every county in the eastern two-thirds of the State shows a decrease in acreage, Wabaunsee County having cut its total about 42 per cent. Barton, the largest wheat county in Kansas, has reduced from 302,019 acres to 274,837, and Ford,

Harper and Kingman Counties, the three next largest, have lopped off a total of approximately 85,000 acres. However, the western third of the state shows somewhat larger sowing, practically without exception.

* * *

E. G. Rail of Fort Worth, Texas, has sold his membership on the Kansas City Board of Trade to G. M. Vogt of the Neola Elevator Company. The price was \$5,000, including the transfer fee. Mr. Vogt will be cash buyer for the elevator company. The latter part of the year showed an increasing value of the board memberships. In February memberships sold down as low as \$3,200. Shortly before the harvest season the directors voted to remove the limit of two hundred and to offer additional memberships for \$10,000. That and increasing trade brought about an upturn that now has fixed the price at practically \$5,000, although one seat sold recently for \$5,200.

* * *

The annual election of officers of the Kansas City Board of Trade, held the first Monday in January,



B. C. MOORE
President Kansas City Board of Trade.

resulted in the election of Benjamin C. Moore, president of the Moore-Seaver Grain Company and operator of the Kansas City Southern Elevator in Kansas City, as the president. Mr. Moore succeeds D. F. Piazzek. John R. Tomlin, who was second vice-president last year, became first vice-president automatically, and O. A. Severance was named without opposition to the office previously held by Mr. Tomlin. Six directors to serve two years also were chosen. They are F. B. Godfrey, F. W. Hoebel, W. L. Lincoln, E. E. Roahen, J. L. Root and H. J. Smith. In addition five members of the Arbitration Committee were elected. They are Tracy L. Cockle, W. G. Hoover, N. F. Noland, N. S. Shannon and H. F. Spencer.

The new president of the Kansas City Board was born in that city and has lived there all his life. He is 40 years old and has been in the grain business since he left school about 20 years ago. At that time his father, the late John W. Moore, was operating the Moore Grain Elevator Company, with a house having a capacity of 500,000 bushels in the East Bottoms. The son joined his father and became active in its operation. That, of course, was his first venture in the grain business. Almost from the first he has been successful and then, as now, he devoted his attention almost entirely to corn and oats. Today Mr. Moore's company handles almost nothing else and wheat is in reality an unknown quantity in his office.

The elder Mr. Moore was a member of the Exchange here for 35 years and in 1899 was named as its president. A short time later his elevator in the East Bottoms burned and for some years his son was engaged in various activities around the Board

of Trade Building. Then about 10 years ago B. C. Moore organized the Moore Grain Company that later became the Moore-Seaver Grain Company. The Kansas City Southern Elevator was built in 1909 and passed immediately under the control of Mr. Moore. It has a capacity of approximately 750,000 bushels and is one of the most modern here.

The new officers of the Exchange were installed on January 11. Mr. Moore's opponent for the presidency was George C. Carkener. He was beaten by a vote of 69 to 88.

* * *

S. M. Brewster, attorney general of Kansas, has ordered an investigation into charges that several grain companies in southwestern Kansas have been violating the Stone Anti-Discrimination Act passed by the last legislature. According to letters received by Mr. Brewster these companies have been paying more for wheat in towns where there are co-operative farmers' elevators than in other towns. As a specific instance, Mr. Brewster quoted one letter as saying that a company paid \$1 for No. 2 hard wheat at Kinsley and on the same day was paying 98 cents at Hutchinson. Mr. Brewster announced that he would have the matter thoroughly investigated and prosecutions might follow if corroborating evidence was found.

* * *

Grain men in Kansas City estimate that about 55 per cent of the crop still remains in the hands of Nebraska farmers, 48 to 50 per cent in Kansas, and about 25 per cent in Oklahoma.

* * *

Hay prices now are almost generally under those for similar grades a year ago but the demand still continues firm for the better grades. The market now is receiving only a light run of the new crop and this has kept it firm. However, alfalfa has shown some slight increases, with takings a few cents above year-ago prices.

Total shipments of the various hays show the prairie receipts in 1915 to have reached the total of 21,822 cars, a record approached by no other market; tame hay, 1,577 cars; alfalfa, 12,131 cars, and straw, 868 cars, all valued at about \$4,500,000.



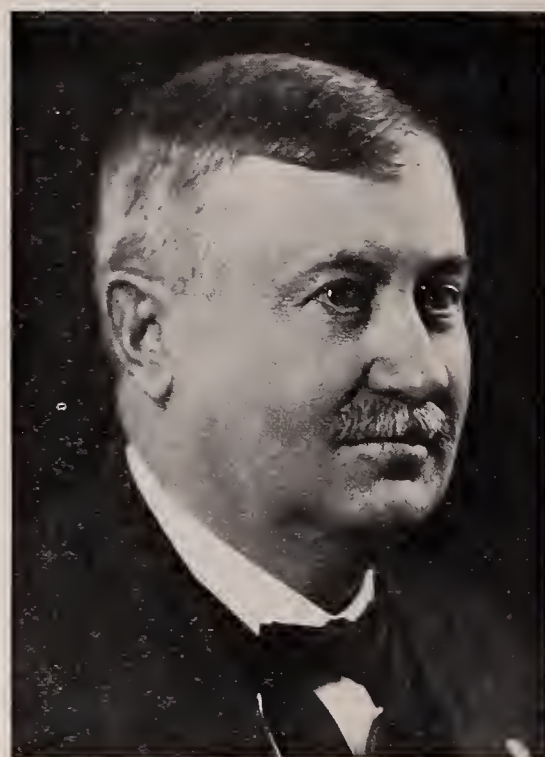
THE year 1915 was one of the best in the business and financial history of St. Louis. Starting as the year did under a cloud of uncertainty and pessimism due to the war in Europe, sentiment improved slowly, but surely, until as the new year starts there is no line of industry or business but what is confident that the present trade revival will be carried further and that 1916 will be the most prosperous in the country's history. Generally speaking, the improvement in trade in St. Louis compares favorably with any other city in the country, although some of the eastern cities apparently revived more rapidly owing to large buyers of munitions and supplies by the belligerent nations of Europe. The trade progress here, however, should be the more permanent, as it is based largely on the farm wealth and business of the West and Southwest, and not on war orders which have played such an important part in the business recovery in New York and other Eastern cities.

On the Merchants' Exchange, commission houses, both cash grain and speculative, had an excellent year. The wide changes in futures gave unusual activity to the speculative trade and helped business, while the big grain crop and the excellent prices prevailing for it for most of the year, gave a healthy tone to the cash dealings. The new year apparently holds out much of promise to commission men, and many well-informed members of the Merchants' Exchange expect 1916 to be a year of unexampled prosperity in the grain and commission business.

The St. Louis Merchants' Exchange gave a New Year's vaudeville and cabaret show in the north end of the trading hall on December 31, and members' wives and friends to a total of over 1,000 witnessed the performance. Trade was continued in the pit while the show was on, and just as the market closed wheat took a bad break. It was almost as much fun watching many members scramble to get to the pit as it was to watch the show. Financially, the show cost the Exchange about \$500. There is no telling how much it cost some members who were away from the market when the price break came.

* * *

Jacob Schreiner, head of the Schreiner Grain Company, was chosen president of the Merchants' Exchange at the annual election January 5. J. O. Ballard, of Ballard-Messmore Grain Company, was named for first vice-president and Edward C. Andrews, of the Kehlor Flour Mills Company, for second vice-president. There was only one ticket in the field. Mr. Schreiner is one of the oldest members of the Exchange, and has been in the grain



JACOB SCHREINER
President St. Louis Merchants' Exchange.

business in St. Louis for nearly 40 years. He is popular with both the cash grain interests and the speculative members, and when his name was mentioned for president the "insurgents," who were planning to put an independent ticket in the field, quickly withdrew their opposition. T. K. Martin, who as first vice-president was in line for the presidency, refused to oppose Mr. Schreiner. The directors elected were Roger P. Annan, Jr., the retiring president; Frederick Krey, Louis Vallier, J. Frank Vincent and Albert J. Rogers.

The Committee of Appeals is J. Oran Allen, J. C. Brockmeier, Ben P. Cornelli, L. Ray Carter, George Harsh, William C. McCoy, John H. Loudermilk, R. H. Leonhardt, Parker Saunders, W. C. Seele, Charles G. Simon, W. K. Stanard.

The Arbitration Committee is Samuel Plant, Louis F. Schultz, Fred Deibel, Trave Elmore, M. J. Connor, Arthur C. Bernet, James M. Gettys, Zeb P. Owings, Louis A. Engel, William T. Brooking.

* * *

The annual report of the St. Louis Merchants' Exchange, compiled by Secretary Eugene Smith, was issued to members on January 4, and, as is customary, was reviewed by the retiring president, Roger P. Annan, Jr. The report showed the Exchange to be in a very prosperous condition.

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Correspondents' reports to Toberman, Mackey & Co., Goffe & Carkener Company, Elmore-Shultz Grain Company and other commission houses on the Merchants' Exchange, indicate that winter wheat in St. Louis territory is in good condition. Recent snows came at just the time needed, not only to provide covering in case of extreme low temperatures,

but also to supply much-needed moisture for the crop, as the ground was becoming dry and hard over a considerable territory. Despite the reduced acreage, present indications are that Missouri's next crop will get a favorable start when the actual growing season begins.

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D. S. Mullally for president, V. E. Tice for vice-president, Erich Picker for treasurer, will be the ticket for officers at the annual election of the St. Louis Hay Exchange. J. O. Allen, the retiring president, R. R. DeArmond and A. F. Eaton are scheduled for directors.

* * *

On Christmas day, Mrs. Marie Renie Fusz, mother of Louis Fusz, head of the Regina Flour Mills Company, of St. Louis, celebrated her one-hundredth birthday. Mr. Fusz received many congratulations from his friends on the Merchants' Exchange.



THE big annual grain elevator fire, which seems to be a sort of regular event in Cincinnati, found a victim in the Ubiko Milling Company, whose big plant at St. Bernard, a local suburb, was destroyed on the night of December 29 by a fire supposed to have been caused by crossed electric wires. The fact that the suburb had virtually no fire protection, although it is quite a factory center, aided the flames in getting a commanding start, so that by the time special apparatus and other assistance came from the Cincinnati fire department there was no chance of saving the elevator building proper, and only vigorous efforts prevented the fire from spreading to the company's office building, an additional new warehouse, and surrounding concerns, including several lumber yards. President A. E. Rippelmann, of the Ubiko Company, stated that the loss would amount to approximately \$125,000, including building and contents, with insurance on the building and machinery amounting to a total of \$77,500 and on the stock amounting to \$49,000. Over 20 carloads of grain were destroyed in the fire, eight different varieties being included, as the company manufactures a wide variety of feeds in which different grains are used. The fire was still smoldering in the great heaps of grain two weeks and more after the destruction of the building, despite continuous efforts to put an end to it.

The fact that the loss was completely covered by insurance enables the company to announce that reconstruction will be started immediately, although the destruction of the plant in the heart of the busy season was a heavy blow. A contract has already been let for a new elevator, much larger than the one which was burned, being 90 feet square by 110 feet high, and of concrete, as compared with the old structure, which was 60 by 50 feet, and of brick and frame construction, iron-clad. A warehouse connecting with the elevator, 90 feet by 150 feet, will also be built, and every effort will be made to make the new structure absolutely fireproof.

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The annual celebration of the Grain and Hay Exchange of the Cincinnati Chamber of Commerce, ushering out the old year and bidding the new one welcome, was held on the last day of 1915, the Hotel Gibson being the scene of the festivities. In former years the annual affair has invariably been the occasion of a royal "roughhouse," either on the floor of the Exchange or at whatever place was fixed for the big dinner, and a combat with grain samples as ammunition was the mildest thing pulled off. These battles always created great interest, resulting in a regular audience to see the sport on the floor on the last day of the year. This year, however, the Exchange decided that it would celebrate in a more dignified and seemly manner, and Presi-

dent Early therefore appointed a committee to arrange a fitting program. This committee accordingly substituted a dinner at the Gibson, beginning at 12:30 in the afternoon of December 31 and lasting virtually all the afternoon; and the several hundred members and guests who attended liked the innovation very well. Various speakers were heard briefly and in various veins, all expressing the greatest optimism concerning the coming year; songs and other entertainment features aided in the enjoyment of the occasion, and 1915 was given an altogether adequate farewell by the Exchange.

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Accepting the suggestion of the Cincinnati Grain & Hay Exchange, formally proffered, that the Exchange be given an exclusive space on the trading floor of the Chamber of Commerce in return for a rental fee therefor, the board of directors of the Chamber at a recent meeting agreed to allot the desired space on payment of an annual fee of \$2,000. Some of the 3,000 members of the Chamber are said to be somewhat "sore" at this special privilege extended to the grain and hay men, but it is believed that equitable regulations governing the use of the trading privileges will silence any criticism. The Exchange is now considering amendment of its by-laws to cover the matter of admitting such persons as large buyers, including those in the brewing and distilling trades, to the privilege of the floor, and proper provision for this purpose will doubtless be made. As a matter of fact, the trading privilege is neither desired nor used by many members of the Chamber aside from those affiliated with the Grain and Hay Exchange, and the new arrangement, in effect, merely adds \$2,000 a year to the revenues of the Chamber, without inconveniencing anybody.

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The figures showing the in and out grain and hay movement for Cincinnati during 1915 indicate clearly the enormously increased wheat crop which went through here in a greater volume than for some years; and the same was true of oats, while, on the other hand, the depression existing in the distillery trade was responsible for a falling off in the amount of corn handled. However, it is safe to say that the increase in wheat alone was enough to make the year one worth remembering in the trade.

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E. F. Dennis, for some time chief hay inspector of the Cincinnati Chamber of Commerce, recently resigned that position, in order to become connected with the hay and grain commission firm of W. T. Brown & Co. Mr. Dennis was a highly valued official, and a grain and hay expert well known in the trade. He has an interest in the Brown firm, and will work actively in the business. His successor has not yet been announced.

* * *

H. Edward Niemyer, who is associated with the grain commission firm of Fitzgerald Bros. Company, recently came forward and registered on the Exchange as a visitor, one H. Edward Niemyer, Jr. Inquiry into the identity of the stranger developed the fact that he had newly arrived in the Niemyer family, this dawning upon those who noted that his sponsor was "Dr. Stork."

* * *

The United States District Court in Cincinnati has held in the bankruptcy case of Paul Van Leunen, a prominent grain merchant, that creditors have not substantiated their claim to certain property at Mt. Washington, Ohio, valued at \$8,000, which was transferred some time ago by Mr. Van Leunen to his wife. The court pointed out that the evidence in the case showed that Van Leunen had made \$50,000 in three years from an original capital of \$10,000, and that at the time he transferred the property in question to his wife he was undoubtedly perfectly solvent. The court further declared that a successful man has a right to take steps for the protection of his family in time of prosperity, in anticipation of possible reverses, and that in view of the fact that Mr. Van Leunen had been making money until within two months of his bankruptcy,

while the transfer was a year and a half back, there was no room for the contention that the transfer had been made with any fraudulent intent.

* * *

The recent holding of the Interstate Commerce Commission to the effect that proposed increased rates on grain and grain products from Ohio, Indiana, Illinois and Kentucky to the Atlantic Seaboard for export were not justified met with pronounced approval in Cincinnati, as the increase would have imposed a serious handicap on the now heavy movement to the coast. According to President H. Lee Early, of the local exchange, fully 100 cars of grain a week are moving Eastward through Cincinnati for export purposes, which would mean that the proposed increase would have cost the trade through this point alone about \$1,200 a week.

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The Richter Grain Company, of Cincinnati, has filed amended articles of incorporation decreasing its capitalization from \$150,000 to \$20,000.

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A terrific row has developed at Columbus in connection with the various troubles growing out of the latest Eastern trip of the Ohio corn boys, and the discharge of T. P. Riddle, who has conducted the tours of the prize-winners for several years. Frank Miller, State Superintendent of Public Instruction, has announced that he will run the next trip, personally taking it out of the hands of the Board of Agriculture, although that body had already named J. R. Clarke, one of its employes, to have charge of the work. Mr. Miller takes the ground that the corn-growing contests are educational, and therefore under his jurisdiction, while the Board of Agriculture argues, logically enough, that while undoubtedly educational in a sense, the contests are certainly agricultural. In the meantime, the deposed trip conductor, Mr. Riddle, charges that neither of the proposed candidates is competent to handle the work, or is proper to occupy the positions now held. The matter may be settled by the time the next trip is due, next fall.



LEADERS in the Duluth grain trade have been persistently bullish regarding the market outlook ever since early last fall and as a result some of them have pulled down sufficiently fat profits to enable purchases or the building of new homes and high-priced automobiles. Four operators especially are credited with reaping rich financial rewards in consequence of their astuteness. These and some others climbed aboard when wheat was going at below the dollar-mark, and they have since traded extensively in and out on the recessions and swells.

The opportunities that have been afforded are attested in the materializing of a quotation bulge of over 12 cents a bushel during the past month. A gratifying market development here during the last few days came in the working of a substantial tonnage of wheat export from this point. As a proof that foreigners want supplies, it is mentioned that the grain is to go forward all-rail to the seaboard and that the purchasers stipulated for deliveries as soon as the embargoes against shipments placed in effect by the Eastern trunk lines are lifted. Grain in limited quantities has been moving East all-rail ever since navigation closed, but the trade does not look for much relaxation in the congestion at the seaboard for ten days or so yet.

Contracts to move several hundred thousand bushels of wheat by rail have been entered into by three operators here, and it will go forward as soon as the cars can be obtained. In the meantime there has been good buying of cash grain on this market by exporters, and it has been given out on the quiet that premiums will be paid over the present going

cash figures in order to obtain some extra tonnages in store in interior elevators.

* * *

Robert M. White of the White Grain Company is also optimistic regarding the outlook for trade in feedstuffs. The market in bay has shown substantial strength recently and now averages up \$1 a ton higher than a month ago. A proportion of the hay coming in from over the West shows the effect of damage in the stocks from the heavy rains. There are no complaints, however, to be heard regarding the grading of hay that had been placed under cover early.

* * *

Supplies of grain in Duluth elevators are steadily piling up and now aggregate over 14,000,000 bushels, as compared with less than 1,500,000 bushels, all told, at the close of navigation. This means that the houses are half filled, and predictions are made that their capacities will be completely pre-empted by early in March, even after making allowance for a liberal movement of grain all-rail to the seaboard in the interval.

The probability of congestion developing is heightened by the probability that a large tonnage of Canadian bonded grain will seek an outlet here in the near future. Duluth houses with Winnipeg connections are preparing for the movement and they hope to profit by it materially during what is ordinarily the dull season in elevator and grain trade circles. Their advices are to the effect that the Canadian railroads have thousands of cars of grain on their tracks in the West, and consignees are now hesitating in regard to routing much more of it to the Canadian lake ports at present in view of the probability that increasing delays will be entailed in the handling of grain there from now on. With that prospect before them, Winnipeg operators are looking to Duluth for relief just as they did four years ago.

It is intimated that arrangements have been made for the shipment of a large tonnage of Canadian grain to this point as soon as the cars can be obtained. It has been sold for export and will go through from here to Philadelphia and New York. Its forwarding from either St. John, N. B., or Halifax, N. S., was rendered indefinite through the shipping congestion and inadequate handling facilities at those ports. Even with railroad conditions here as they are, 164,000 bushels of bonded wheat was loaded out from the Great Northern elevators at Duluth on Thursday and Friday of last week for shipment to the seaboard. The movement to the East all-rail may therefore be said to have begun in earnest.

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Under the existing trade conditions, Duluth elevator interests are experiencing the most active winter season in their histories and they are counting upon setting up new high records at the end of the present crop year on July 31 next.

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H. A. Starkey, president and general manager of the Consolidated Elevator Company, is at present in New York in attendance at the company's annual meeting.

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With a view to warding off congestion as long as possible, Duluth grain men are looking up space for winter storage among the freighters wintering here. Up to the present four steamers have taken on 755,000 bushels of wheat, and it is understood that other boats laid up conveniently to the elevators may be worked under the spouts shortly.

* * *

At the annual caucus of the Duluth Board of Trade, held last Saturday to nominate officers, directors and committees for the ensuing year, everything went by acclamation. The only change made was the nomination of M. M. McCabe for the committee of inspection to take the place of the late John T. Pugh. This means that the old board of officers will be formally declared elected at the annual meeting to be held on January 18. It is made up as follows: President, W. C. Mitchell; vice-president, M. L. Jenks; directors, J. F. McCarthy, J. A. Todd and H. A. Starkey; Board of Arbitration, G.

G. Barnum, W. S. Moore and William Grettum; Board of Appeals, Thomas Gibson, F. E. Lindahl and H. S. Newell; Committee of Inspection, J. F. McCarthy, A. M. Prime, C. F. Haley, H. A. Starkey and M. M. McCabe.

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The annual meeting of the Duluth Clearing House Association also resulted in the re-election of last year's Board of Directors, as follows: G. G. Barnum, J. F. McCarthy, J. A. Todd, S. H. Jones, Thomas Gibson, W. J. McCabe and G. H. Spencer.



THE present officers of the Commercial Exchange, unless all present signs fail, will be re-nominated and re-elected without any opposition. Six members of the 12 directors, whose term of two years expires, will have to be replaced, are Jacob Beiswanger, Emanuel H. Price, Robert Morris, George M. Richardson, George M. Warner, and William H. Hahn. However, as the feeling among the members of the Exchange is tending strongly toward the sentiments of "look after business and stop factional contesting," it is just possible that the entire list will be re-seated for the coming two years.

* * *

Antonio Sans, who was president of the Commercial Exchange during the years 1912-13, died at the Wernersville Sanitarium on January 2, aged 68 years. During the term of his predecessor, Samuel L. McKnight, the Liverpool Corn Association placed an embargo on all Philadelphia grains, giving as a cause unsatisfactory conditions and inspections, and Mr. Sans, who was then a director here, was made chairman of a committee of investigation which happily ended in a satisfactory adjustment, landing Captain John O. Foering back to his position of Chief Grain Inspector and making Antonio Sans the absolute choice of the Exchange for two successive presidential terms. Mr. Sans was a cultured gentleman, very popular, and of much ability. He was born in Spain and for many years with the old-time extensive commercial, commission and shipping firm of Lawrence Johnson & Co., located at 209 South Third Street. Of delicate frame, for some time past he had been in failing health. He resided at Chestnut Hill and was promoter of the well-known Country Cricket Club.

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During the year 1915, 42,703,110 bushels of wheat, corn and oats went out from this port to foreign lands, besides 1,149,640 barrels of flour. The wheat export total alone exceeded the best annual showing for the past 25 years.

* * *

H. A. and C. M. Street, who have been taken into partnership in the feed and hay firm of their father, Sydney Street, are already making their mark with the general trade. Sydney Street, the head of the concern, conducts an up-to-date dairy farm and is vice-president of the Mutual Trust Company of this city.

* * *

James Hay, for a number of years president of the Merchants' Warehousing Company, and a member of the Commercial Exchange since 1869, died at his home after a week's illness, having caught cold while attending a funeral. He was 80 years old and was well and favorably known, both in business and financial circles.

* * *

Samuel F. Scattergood, who is treasurer of the Philadelphia Grain Company, which was organized a year or two ago to transact a general export and domestic business, and is said to have handled large cargoes of grain for foreign ports, has retired from that concern to give his whole attention to other important financial and commercial lines, which

occupy the greater portion of his time at present. John D. Shibe, the son of the noted baseball magnate and owner of Shibe Park, has associated himself with William M. Richardson, Walter Woolman and the other remaining member of the firm, and this move is regarded as a great step forward for this pushing young export grain company.

* * *

The Pennsylvania Railroad gave notice on December 28 that all embargoes of grain at this port have been cancelled by the Transportation Committee.

* * *

New members of the Commercial Exchange are C. Robert Bean of Powell & Co., George W. Emlen, Niles A. Lund, John D. Shibe, and C. S. Thomas, grain and feed dealer, Centreville, Md.

* * *

On account of the flourishing condition of the finances of the Commercial Exchange, and its increasing income, the subject of making the president and treasurer salaried officers is being discussed by the members.

* * *

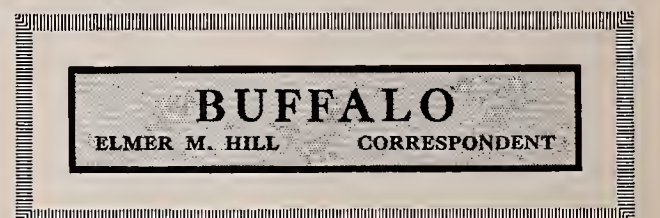
B. H. Tatem, who died recently at Helena, Mont., aged 77 years, was at one time connected with the grain and flour firm of H. H. Mears & Co. of this city, which passed out of existence many years ago.

* * *

The necrology of the Commercial Exchange for 1915 shows the death of four members, Joseph C. Walker, of J. C. Walker & Sons Company, Gap, Pa.; Frank P. Sitlay, Camden, N. J., of Sitley & Son, Inc.; Edward S. Sherer, Allentown, Pa.; Thomas B. Sbriver, president West Philadelphia Stock Yard Company.

* * *

Secretary Ambrose B. Clemmer and assistants, Riley and Tumulty, of the Commercial Exchange will be reappointed to their present positions.



MEMBERS of the Buffalo Corn Exchange had a gay time at the annual New Year's frolic held on the 'Change floor on the last afternoon of the old year. The frolic began with a buffet luncheon at noon and continued with singing, dancing and frolicking fun until after 5 o'clock. One of the big features was the work of the German brass band. Each member of the band was clad in a long robe made of sacking from each of the Buffalo flour mills. Suspension of the usual activity of the Exchange was complete. Ticker boards were forgotten, telephones rang in vain and the floor was littered with paper caps and other novelties instead of the papers of business. Vaudeville dancers and singers from a local theater added their share to the hilarity. Max Nowak was the leading spirit of the affair and those co-operating with him on the committee were J. G. McKillen and Samuel Hall, assisted by Fred Pond, secretary of the Exchange, and F. A. McLellan, president.

* * *

Alleging unwarranted delay in unloading the cargo of the steamer *Edwin F. Holmes*, the Acme Transit Company has filed a libel in United States District Court against 133,000 bushels of grain in the Marine Elevator. Damages of \$17,890 are asked. The libel names the W. S. Moore Grain Company, of Duluth, Minn., respondent, it being the agent for the shipper of the grain. It is claimed the delay in unloading the cargo cost the ship a contract to carry 255,000 bushels of grain from Fort William to Buffalo.

* * *

Buffalo hay dealers have received word from the Dominion Government authorities at Ottawa, Ont., that an order in council has been issued, prohibiting the export of Canadian hay except to Great Britain and allied countries. There has been a great rush

of hay to the United States this year and the authorities deemed it advisable to stop this so as to assure an adequate supply for the allies.

* * *

Max Nowak, well-known Buffalo grain man, has been elected president of the Polish Business Men's Association.

* * *

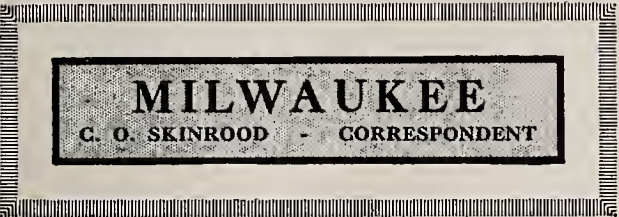
An involuntary petition in bankruptcy has been filed in the United States District Court in Buffalo against the Chesbro Milling Company, of Salamanca. The petitioning creditors are the Cleveland Grain Company, of Cleveland, Ohio; M. F. Baringer, of Philadelphia; the Sowl Milling Company, of Salamanca, and Crouch Bros., of Erie, Pa. The company is capitalized at \$75,000 with these directors: George and Frank Chesbro, of Salamanca; F. J. Gibbey and W. J. Wheelock, of Salamanca. Insolvency and preferential payments with intent to deceive and defraud general creditors are among the charges made. Liabilities are in excess of \$20,000 with approximately \$7,000 in assets.

* * *

John H. Farrell, state superintendent of weights and measures, and James J. O'Hara, deputy superintendent, were recent visitors in Buffalo and both were the guests of Charles J. Quinn, city sealer, on a trip of inspection through the big grain elevators in the harbor to see how grain is handled at the Nation's lake grain center.

* * *

Proposed increases in freight rates on grain, which were to have taken effect January 1, were suspended until April 30, next, by an order of the Interstate Commerce Commission. The suspended tariffs provide for the withdrawal of transit rules on grain at Buffalo, Toledo and Bryan, Ohio, when the grain originates on or is received from the Chicago & Alton, the Pennsylvania, the Pittsburgh, Cincinnati, Chicago & St. Louis, the Chicago & St. Louis, or the Vandalla. Withdrawal of the transit rules means an increase in freight rates and the Commission held the interest of the public appeared to be seriously affected and the rates should be suspended until a hearing could be held.



MILWAUKEE is showing itself the most vigilant of all the great ports at the present time, according to local grain men. This is the only Chamber of Commerce or business organization which has taken any initiative to try to settle the present lake boat tangle. Many other cities are concerned just as much as Milwaukee but have given no signs of life concerning the subject. Traffic Manager Schroeder stated:

I went East and consulted the railroad officials regarding the subject of package freight service on the Great Lakes. The railroads will have to cease operating Great Lakes package boats unless there is some modification of the Panama Canal Act permitting rail ownership of boats.

Railroad men told me they want to keep the railboat service on the Great Lakes and are not indifferent about the matter as has been reported. The Lehigh Valley even goes so far as to invite a suit and determination of the question by the courts because it ran boats beyond the time allowed by the law. The attorney general of the United States was made cognizant of this infraction of the law. The Lehigh Valley management feels that it is not violating the Panama Canal Act because its railroad lines do not extend west of Buffalo and it is therefore less amenable to the law than railroads with lines clear through from New York to Chicago.

Railroad men informed me that the sale of boats that has been negotiated by various lines had nothing to do whatever with the Panama Canal Act. These plans and deals were conceived long before the Panama Canal Act was ever thought of. The railroads, however, will sell their boats if some bidder is found that will take them all, so that they will not have to be dribbled out in small sales.

There was some talk of W. J. Connors of Buffalo or some other interests organizing an independent boat

line to take over these boats that must be sold, but these reports have not come to any conclusion. As far as railroad men of the east are concerned, they know of no independent boat deal that looks as though it will come to a head and result in action of some kind.

It is my opinion that the railroads could take these modern palace package freight boats and transfer, or transform them into bulk freight boats, but railroad men would not do this except as a last resort. No changes of this sort are contemplated at this time at any rate.

I am also informed that the Board of Directors of the Milwaukee Chamber have counselled that action should be taken to urge Congress to change the Panama Act and permit the railroads to go on and furnish the service they have been furnishing before. It is believed that the Panama Canal Act never was intended to include the Lake boats, but the little phrase "and elsewhere" was interpreted as including the Great Lakes. These were brought under the law on the strength of this phrase.

The feeling is that the Interstate Commerce Commission is not to blame, nor is it taking a stand in this matter. It is merely carrying out the mandates of Congress.

At later meetings of the Board of Directors of the Milwaukee Chamber the course of conduct to be pursued will be mapped out further, and proper announcement will be made at that time.

* * *

"The key to the entire grain situation is in corn," says W. P. Bishop, one of the best posted of Milwaukee's grain traders. "To say the least, the amount of corn received here for the 1915-1916 season has been very disappointing. In December of 1914 Milwaukee was getting in from 150 to 200 cars of corn each day. Now it is safe to say the total receipts on the average are not more than 10 per cent of that volume." Mr. Bishop says further:

In the territory tributary to Milwaukee the corn crop was virtually a failure. This refers to Iowa, southern Minnesota and to South Dakota. In many of these places they are buying corn instead of selling it. The big feeders have been compelled in many instances to go outside to get their corn.

Another factor that complicates the corn trade is that the quality is so hard to judge and the range of prices so large that the country buyer cannot tell what his corn is going to bring after it has been shipped. Corn is selling as low as 25 cents per bushel here and the poor grades ranging up as high as 61 cents for the better stuff. This range is too wide to give the buyer any certainty as to what his corn is likely to bring. The fine quality Kansas corn on the other hand, that is really good is selling now up to 74 or 75 cents per bushel.

Many of the country buyers are refusing to handle corn because it is so hard to estimate the trade. In some cases the farmers have been compelled to ship their corn themselves. The low priced corn is very damp and frequently cob-rotten, so that it has very little feeding value.

We estimated that the amount of merchantable corn in Minnesota, Iowa and South Dakota was not more than 18 per cent of the crop, so that the small amount of corn for sale is clearly evident. These figures are also closely in line with those furnished later by the Department of Agriculture at Washington.

The great scarcity of corn has caused advances practically all along the line in other grains. The price of barley has gone up nearly 5 cents per bushel for the first week in January alone. Oats is also in strong demand and wheat and rye is also very readily salable at high prices. This lack of corn has shifted demand to other grains to some extent, but of course, the real demand for corn must be supplied from other markets.

* * *

"We have an excellent market at Milwaukee for oats now," said Wallace M. Bell. "The price is higher here than at the markets taking the same freight rate. There is a strong export demand and the manufacturers are buying freely and prices are going up rapidly—now ranging from 44 to 48 cents a bushel. It is true that the crop of oats in the states tributary to Milwaukee was very large but the farmers are disposed to hang on to their grain. Besides the poor crop of corn makes less oats to sell. Those who have little corn have to resort to oats to take care of their feeding.

"The quality of corn is, of course, miserable, or worse. The cold weather, however, will increase the movement of corn, as it is possible under such conditions to do shelling. This means therefore that the corn that ordinarily is sold near the close of the year will be deferred for sale until January and February. It is also true that all the poor corn is now coming on the market and that of better grades is held back because it will keep longer.

"Practically all the grains are in very urgent

demand here and much more could be handled here to good advantage. The prices paid here at the present time should attract a larger volume of receipts."

* * *

The grain in store at Milwaukee December 31 was 107,000 bushels of wheat in round numbers, 22,000 bushels of corn, 754,000 bushels of oats, 231,000 bushels of barley and 16,000 bushels of rye.

* * *

The January rate of interest as determined by the finance committee of the Chamber of Commerce has been fixed at 6 per cent.

* * *

Raymond Pynchon & Co. established a new office in Milwaukee at the opening of the year under the management of George K. Knowles.

* * *

The Milwaukee Chamber of Commerce has taken a stand for arbitration of conflicts between nations by its referendum approval submitted by the Chamber of Commerce of the United States. The Chamber is especially strongly in favor of international conferences from time to time to lay down rules for the safety of property and lives on the high seas of the world.

* * *

Herman Bleyer, in his report on the work of the Harbor Commission for the year, says the harbor projects of the city are making as much progress as can be expected. The city is trying to get all the water front possible by means of condemnation proceedings. The titles on Jones Island, he adds, have been found so involved that it is hard to clear them.

"The refusal of the war department to allow filling in of the harbor except for harbor purposes changed the plan of the Commission," said Mr. Bleyer. "This caused the Commission to include more lake frontage in its plans—from Wisconsin Street south to Wilcox Street. At the foot of Michigan Street will be planned various passenger, freight, package and car ferry slips.

"The Menomonee River improvement plan which it was expected to complete during the year was halted by a tax complication. The only obstacle now left to the widening of this channel is the acceptance of land by the Federal authorities obtained from a railroad company." A survey of the exact harbor lines on the Milwaukee and Menomonee Rivers is also in progress. An outer breakwater to protect the Milwaukee harbor still farther is also being urged on the Federal Government."

* * *

The last crop report for Wisconsin indicates a final yield for 1915 of approximately 40,000,000 bushels of corn, compared to 69,000,000 bushels in 1914; of 4,600,000 bushels of wheat compared to 3,500,000 bushels a year ago; of 99,000,000 bushels of oats compared to 62,000,000 in the previous year; of 23,000,000 bushels of barley compared to 18,000,000 bushels in 1914; of 7,700,000 bushels of rye compared with 6,700,000 bushels in the previous year. Most prices are also higher for the 1915 crop than for the previous year, according to Government statistics on farm quotations.

* * *

For the first week of 1916 the total receipts at the Milwaukee Chamber of Commerce were 386 cars of barley, 24 cars of corn, 453 cars of oats, 216 cars of wheat, 49 cars of rye, and 12 cars of flax. This is a total of 1,356 cars for the week, compared to 1,338 cars the week previous and 972 cars a year ago. Business for this particular week was therefore nearly 400 cars per week larger than for the corresponding week a year ago.

* * *

The elevator being built by the Chicago & Northwestern Railroad in Milwaukee is making good progress. The walls are now being erected and building is hurried as much as possible despite the cold weather. Milwaukee grain men are confident that the mammoth structure will be completed in ample time for the 1916 season of grain trade. Largely increased receipts are looked for here when the new facilities are provided.



A POINT IN ANCIENT HISTORY

My Dear Mr. Bin Man:—Agreeably with your suggestion, I desired my father, Mr. Roscius Redfield Wheat, to relate the particulars of the difficulty between the Bradys and the Lovers, of which he had spoken, and this he freely consented to do. It seems that, in very early days, The Brady himself and The Lover himself were met together to discuss the truths of ancient Irish lore, and to praise the Sennachies. The Lover readily conceded that all the Bradys were royally descended from The Breadh, who came with the Neill, the great Milesian; but, being a man of herculean mould, like The Brady, The Lover presumed to put over also all of the Loafers!

So, then, immediately, while the day was young, those two great men fell to the issue, at the stone circle (for, of course, it was long before St. Columbkille came, and even before the round towers). And they fought as men until high noon was over the stones, being matched too evenly, considering the false presumption of The Lover. And in the afternoon, at the Archdruid's order, they fell to it again, this time with sticks of blackthorn, and at a later hour, as the sun fell to the western mists, The Brady was carried away, and it was decreed by the Archdruid, and written into the annals, that no Loafer had ever belonged to any sept of the Grain or Bread families ("and may their noble tribes increase," added my father, for he is a faithful clansman). I remain, sir,

Yours sincerely,
Wheaton.

MAZIE WHEAT.

A LINCOLN STORY

In the Illinois legislative campaign of 1840, at harvest time, a farmer was cradling near the Danville road when along came Abraham Lincoln, a candidate, and the farmer invited him to stay for dinner. To this Abe readily assented, and the farmer left the hired hands at work while he went with his guest toward the house. They had dinner, and the folks were regaled with some of Abe's most telling stories. Abe went on to the political meeting. When the civil war broke out the farmer joined the Western armies and marched with Sherman to the sea, and to Washington for the grand review. Now the "embattled farmer" shook hands with the great President.

"Yes," said Father Abraham, "I remember you well. You used to live on the Danville road. I took dinner with you when I was running for the Legislature. I recollect that we stood talking together out at the barnyard gate, while I sharpened my jackknife."

"Yes," said the old soldier, "you did. Wherever did ye put that whetstone? I looked for it a dozen times, but I never could find it after the day you used it. There was quite a row that harvest, over one of the dimmycrat hands allowin' as how mebbly you took it along with ye."

"No," said Lincoln; "no; I put it on top of that gatepost—that high one."

"Well, I swan, mebbly you did, now! Couldn't nobody else have put it up there, and none of us ever thought to look up there for it."

The soldier was soon at home. He wrote at once to his friend, Abe Lincoln, that he had found the whetstone on top of the tall post, where it had lain untouched for over 25 years, and he didn't think it would ever be lost again.

EFFICIENCY IN STAR-WORK

The Professor, a prosperous astrologer, had an observatory and office in the yard beside his house. For himself, he slept late, being often in touch with the stars, as the police said. He had advertised for a first-class bouncer, and bouncers began to arrive at the house early. The good wife directed each to the office, and told him to go to the upper room and wait. When the Professor arose she reported that she thought there were at least a dozen big fellows out there.

After breakfast the Professor proceeded to the

"observatory" to choose his bouncer, but, to his astonishment, he found one big fellow sitting alone. "Why, the wife said there were twelve of you boys cut here. How's that?" "So there were," said the applicant, "but you advertised for a bouncer who could bounce, and, of course, I threw eleven of 'em downstairs!"

MR. JEPHSON BUYING FEED.

Mr. Jephson, having concluded his purchases of feed at the new grain and feed store, proceeds to the matters of delivery and payment:

The Salesman (politely)—Name, please.

Mr. Jephson—Jephson.

The Salesman (writing)—Chipson, yes.

Mr. Jephson—No, Jephson (pronouncing plainly).

The Salesman—Ah, yes, Jefferson, certainly.

Mr. Jephson—No, Jephson (spelling it).

The Salesman (rewriting)—Certainly. Initials, please.

Mr. Jephson (surprised)—Ch! K.

The Salesman (writing)—O. K. Jephson, certainly.

Mr. Jephson—It isn't O. K. I said "Oh!"

The Salesman (writing)—O. Jephson.

Mr. Jephson—No, rub out the O, and let the K. stand.

The Salesman—Will you please repeat?

Mr. Jephson—I said "K."

The Salesman—I beg your pardon, you said "O. K." Write it yourself.

Mr. Jephson—I said "Oh!"

The Salesman—Just now you said "K."

Mr. Jephson—I said "Oh" because I did not understand. I did not mean that it was an initial. My name is Kirby Jephson.

The Salesman—Oh!

Mr. Jephson—No, not O, but K. I'll write it. (Writing.) There, that's O. K.

HIGH PRICES IN THE CRUSADES

When the Knights of the First Crusade besieged Antioch their army was cut off from its base of supplies and a famine resulted. "The provisions brought to the camp by a few Syrians," say the historians, "were at so high a price that the soldiers could not obtain any. The multitude filled the camp with lamentations, and there was not a Crusader who had not to weep for the death of several of his companions."

William of Tyre, the annalist, states that bread which would suffice for the daily food of one man cost two sous instead of a denier. To get this, reckon money of those days at about 40 times its present value. A loaf that had cost 20 cents (in Syria) now was rated at 80 cents. A denier is a farthing, equal to our ancient half-cent; a sou is equal to one cent.

ARTEMUS WARD

Artemus Ward was riding on a train of the early days when the whistle was loudly sounded and a cow leisurely gave up the track, giving Artemus a most candid look as the train passed by. "Conductor," asked Artemus, "is there a cowcatcher on the engine?" "Yes." "Well, couldn't you put it on the rear end of the train?" "No, why?" "I am afraid the cow might come in and bite the passengers!"

BREAD IN OLD LONDON

II.

Next in high quality to the bolted Simnel-Bread (writes Robert Chambers) was Wastel-bread, in common use among the more luxurious and more wealthy of the middle classes, and the name of which, it seems not improbable, is closely allied to the old French *gâteau*, a cake. Nearly resembling this in price and quality, though at times somewhat cheaper, was Light Bread, or Puffe, also known as French Bread, or Cocket.

Bread of a still inferior quality was also sometimes known as Cocket, and it seems far from improbable that it was so called from the word

"coket," as meaning a seal, it being a strict regulation in London and elsewhere that each (at all events each loaf below a certain quality) should bear the impress of its baker's seal. The halfpenny loaf of Simnel bread (the best) was at times of the same weight as the farthing loaf of Wastel or Puff (the second-best). The relative proportions, however, varied considerably at different periods.

[TO BE CONTINUED.]

OUR CONFIDENTIAL CORRESPONDENCE

The opening of this special information service in the last issue of the "American Grain Trade" has been greeted with universal approval. That it fills a great need in the trade is evidenced by the number of new queries which have almost swamped the "Bin Man." Here are a few grains of comfort for the anxious ones:

How to Avoid Competitors.

Distressed Dealer:—In attending a convention last month of my state organization I was obliged to ride in the same coach with my competitor. Could not some plan be devised which would make it impossible for such unpleasant occurrences to take place?

It was indeed very awkward to find yourself in such an embarrassing predicament. This matter has already been taken up by the Amalgamated Society of United Grain Confederations and it is thought that some plan of railway service may be evolved which governs the whites and negroes of the cotton states. In the meantime we recommend, if you observe your competitor in the car which you contemplate taking, that you ride either on the bumpers or the blind baggage.

Bucket Shop vs. Board of Trade Member.

Southwestern Shipper:—Is there any difference between the bucket shop keeper and Board of Trade member, and, if so, in what does it consist?

There is a very distinctive difference in the character of these two operators. The bucket shop keeper is your friend. His automobile and lunch ticket are at your disposal. He has a fine sense of humor, laughing uproariously at your joke of an 800 A. D. vintage, and is also sympathetic to a degree, showing deep distress as your unfortunate speculation turns out badly, at which time he speeds you home to mortgage the farm and procure the wherewithal to try again on a more propitious occasion.

The Board of Trade member is not only sadly lacking in the other's keen sense of humor, but also in his lavish display of generosity. He merely places the facilities and statistical information of his office, gathered at considerable expense and labor, at your disposal and carries his courtesy only so far as consistent with legitimate business enterprise. When your trades are completed, he advises you as to what make of automobile he considers best, and speeds you on your way to purchase it.

A Vexed Question.

Perplexed Dealer:—I am located at a small country station where we have nine elevators competing for the farmers' business. The farmers, however, are dissatisfied, alleging they are underpaid for their grain, and talk of building another elevator. Should we stay on and compete with the farmers' company or sell out and move on?

We are glad our inquirer has raised this question, as it involves a very interesting point of law. According to the old rules of intrastate warfare, Section VI of the Internecine Code provided that nine elevators is the limit in any locality that would barely support one house, if the owners possess dogs and guns. These rules, however, were laid down at the Vague convention before farmers became obstreperous and, consequently, as no ex-post facto law will govern we must await a cessation of present hostilities before the rights of both parties can be clearly defined. We advise, therefore, a policy of watchful waiting. Perhaps the farmers are only putting up a bluff, anyhow.

How to Collect Claims.

Urgent Dealer:—I have a claim for shortage against the U-Bump-Em Railway Company amounting to \$700.07, which I desire to collect. How shall I proceed?

Procure at any hardware store an ordinary hand file. After filing your claim with the U-Bump-Em Railway Company note carefully on parchment all the transactions involved and deliver sealed to your eldest son, for the convenience of the heirs when the claim is finally paid to his descendants.



ELEVATOR AND GRAIN NEWS

ILLINOIS

George Waldschmidt has traded his elevator at Toluca, Ill., for an Ohio farm.

On December 20, O. M. Kelly sold his elevator at Lostant, Ill., to C. H. Strong.

A moisture tester has been installed in the elevator of A. H. Graham at Gerlaw, Ill.

The elevator of J. F. Snowden at Lerna, Ill., has been opened up by him for this season.

Arrangements have been completed for the construction of the grain elevator at Sadorus, Ill.

A moisture tester has been installed in the Farmers' Elevator Company's plant at Harmon, Ill.

On January 3 the Central City Elevator Company, located at Peoria, Ill., closed down.

A new elevator motor and a car loader has been installed in the E. W. Davis elevator at Sullivan, Ill.

An electric motor has been installed in the plant of the Farmers' Elevator Company at Woodhull, Ill.

The Findlay Grain Company of Findlay, Ill., has built crib room for more than 20,000 bushels of corn.

A signaling distributor has been installed in the elevator of the George W. Cole Grain Company at Adair, Ill.

H. H. Hanks Company has been granted a permit to construct a 3-story brick grain elevator in Chicago, Ill.

Numerous improvements and repairs have been made on the elevator of the Farmers' Grain Company at Easton, Ill.

The elevator of the Farmers' Elevator Company at Lowder, Ill., has been equipped with a new 40-horsepower oil engine.

It is reported that a farmers' organization is to be formed at Covell, Ill., headed by Homer Springer for the purpose of conducting an elevator.

A Monarch Attrition Mill, made by Sprout, Waldron & Co., Muncy, Pa., has been installed in the H. A. Hillmer Company's elevator at Dakota, Ill.

The Central Mill & Elevator Company has filed amended articles of incorporation at Bloomington, Ill., increasing its capital stock from \$35,000 to \$50,000.

A new elevator has been erected at Twin Grove, mail Bloomington, Ill., to take the place of one which recently burned down. J. W. Pruett bought the site from Frank Supple.

The Farmers' Grain Company of Heaton Station (Hooperston p. o.), Ill., has arranged for an 8,000 bushel crib for corn storage. The new building has a concrete floor.

The Farmers' Co-operative Company has completed plans for the rebuilding of the elevator at Farmingdale, Ill., which burned not long ago. The new building will cost about \$5,000.

The Galva Grain Company of Galva, Ill., has built a new office in connection with its elevator and made several other improvements. Four dumps have also been installed in the elevator plant.

The Padua Grain Company has been organized at Padua, Ill., and officers elected. The officers are: President, James D. Murphy; vice-president, John McBarnes; secretary-treasurer, Carl Kreitzer; assistant secretary, William Smith.

The elevator of McFadden & Co., located at Oakford, Ill., has been equipped with a new gasoline engine. A new concrete floor has been laid in the power house and pit. The cupola has been raised four feet and an automatic scale has been installed.

The interest of Joseph Gilles in the south elevator at Pesotum, Ill., has been disposed of by him to E. V. Burton and Albert Gardiner. J. E. Davis sold half of his interest to Albert Gardner, and the concern will now operate as Davis, Burton & Gardner.

A deal was recently consummated whereby the general merchandise store of the Arnold, Cain & Co., at Jacksonville, Ill., became the property of the Arnold Elevator Company of that town. The elevator concern will conduct the store on the same basis as the former proprietors did.

Etling & Balbridge, who recently sold their elevator at Ashley, Ill., to the Foehr Bros., have arranged for the construction of a new modern elevator of 16,000 bushels' capacity at Richview, Ill.

The plant will include a fireproof storage bin and two large warehouses. The concern will also build a coal elevator of the latest type in the spring.

The Pisgah Farmers' Grain Company of Pisgah, Ill., has leased for a term of 99 years, a building site. The company has already the plans and specifications for an elevator building. In addition to conducting the grain business, the concern will sell coal, salt, etc.

OHIO AND MICHIGAN

L. B. Einsel has purchased W. B. Gramlich's elevator at Blanchard (r. f. d. Dunkirk), Ohio.

The Jeddo Elevator Company succeeds the Grant Elevator Company at Jeddo, Mich.

Amstutz & Main have bought the elevator of Miller & Leedy at West Cairo, Ohio.

An addition has been erected to the elevator of Armstrong, Lee & Co., at Zanesville, Ohio.

A new cleaner and engine are to be installed in the elevator of Belden & Co., at Chester, Mich.

Capitalized with stock of \$6,000, the Dighton Grain Company has been incorporated at Dighton, Mich.

The interest of Edward Hall at New Bremen, Ohio, has been sold by him to the Detjen Grain Company.

Plans are under way for the construction of a new elevator at Wooster, Ohio, for the farmers of that vicinity.

The Farmers' Grain Company of Bellevue, Ohio, has removed its office from Jesse Buckingham's elevator to its own plant.

The Keunzel Mills Company, operator of a 30,000-bushel elevator at New Bremen, Ohio, has made repairs on its plant.

Numerous improvements have been made on the elevator plant of the Washington Elevator Company at Washington, Mich.

A fourth interest in Ely Stettler's elevator at Lupton (mail to Jerusalem), Ohio, has been taken over by a Mr. Hochstettler.

Owen Americle's grain elevator at Roslem's Station (mail to Grover Hill), Ohio, is now under the control of L. C. Allinger of Delphos.

At Circleville, Ohio, Rife & Morris Company has filed articles of incorporation to deal in wheat, and corn products. The capital stock is \$10,000.

Yager & Rupp have equipped their plant at West Unity, Ohio, with electric motors and two new power overhead dumps, electrically operated.

A building located at Enon, Ohio, has been purchased by the Harshman Grain Company, who will convert it into a 10,000-bushel grain elevator.

An underground conveyor system is to be installed in the elevator of the East Side Iron Elevator Company at Toledo, Ohio, to cost \$30,000.

The interest of the Richmond Elevator Company in the North Branch Grain Company at North Branch, Mich., has been taken over by R. J. Rapley.

The defunct Richmond Elevator Company's interest in the Brown City Hay & Grain Company, Brown City, Mich., was purchased by W. F. Edmonds.

The Reliance Mill Company of Vassar, Mich., has been reincorporated with stock of \$21,000. The company operates at that place a 25,000-bushel elevator.

Wesley Shaffer has headed the organization of the Shreve Farmers' Equity Exchange Company at Shreve, Ohio. The capital stock of the concern is \$20,000.

The firm of Binsley & Co., of Lisbon, Ohio, have purchased at Rogers, Ohio, land sites upon which they will construct a grain elevator and feed store in the spring.

The Hardin Elevator Company of Sidney, Ohio, has been incorporated there by Philip P. Sheets, Roger E. Mortz, Philip E. Sheets, H. A. Wahler and Chas. A. Engelbrecht. The capital stock of the concern amounts to \$12,000.

Articles of incorporation have been filed for the Deunquat Elevator & Exchange Company at Deunquat, Ohio. The capital stock of the concern amounts to \$10,000. J. J. Armstrong, Jesse S. Ekle-

berry, J. A. Horick, W. A. Kuenzie and G. E. Sneeringer are the organizers.

C. W. Carlton have purchased the elevator at Chippewa Lake, Ohio, formerly owned by O. J. Kean. A new gas engine and an attrition mill has been installed.

The Graytown elevator has been taken over by the Ottawa County Co-operative Company of Port Clinton, Ohio. Henry Bolte of Graytown has been made local manager.

After operating for several years at Pinconning, Mich., the Pinconning Elevator Company has dissolved as a corporation and sold for \$13,000 the grain elevators and property to Val B. Klump.

Announcements have been made that the defunct Richmond Elevator Company of Richmond, Mich., has declared another dividend of 25 per cent. This is the third dividend and will amount to \$62,000.

EASTERN

L. L. Marsh's new elevator at Enosburg (r. f. d. Enosburg Falls), Vt., has been completed.

At Corry, Pa., Miller & Parsons succeed J. Fletcher Adams in the grain and feed business.

Plans have been made by W. M. Galt & Co. for a new elevator to be located at Washington, D. C.

An addition costing \$700,000 is to be erected to the Capital Elevator Company's plant at Buffalo, N. Y.

The grain, feed and coal concern of F. Sherman & Co. has recently been incorporated at Poultney, Vt.

At Plymouth, N. H., the H. Little Grain Company was recently incorporated with stock aggregating \$10,000.

A petition of voluntary dissolution has been filed by the Knickerbocker Milling & Grain Company of Albany, N. Y.

Numerous improvements are being made on the plant of the Fuller-Holway Company, grain dealers at Augusta, Maine, including the installation of an automatic sprinkler system.

The Farmers' Exchange has been opened at Dover, Pa., to deal in grain and cereals, with capital stock of \$30,000. J. B. McIntire, L. W. McIntire and B. G. McIntire were the organizers.

The business of Jones & McIntyre at Deer River, N. Y., has been sold to Golton & Marshall. The former owner is now interested in the Pottsdam Feed Company, Inc., succeeding H. J. Sanford.

The South Berwick Farmers' Union of South Berwick, Maine, was incorporated at that place by H. C. Getchell, Geo. R. Chase and Woodbury S. Lord, with capital stock aggregating \$10,000.

A new company has been formed at Sykesville, Md., to be known as the Maryland Milling & Supply Company, which will take over the business of the Sykesville Lumber, Coal & Grain Company.

For the purpose of conducting a grain, flour and feed industry at New Haven, Conn., the Eastern Flour & Merchandise Company has filed articles of incorporation at that place with stock of \$10,000.

The Exchange Elevator Company of Buffalo, N. Y., has announced that in case the third pier is not constructed there, it will build a modern, well-equipped elevator plant, costing several hundred thousands of dollars.

The Syracuse Milling Company of Syracuse, N. Y., has awarded the contract for a new 50,000-bushel elevator. The company is also building a new plant of reinforced concrete 54x42 feet and 18 concrete bins for finished products.

For the purpose of dealing in grain, feed, etc., the firm of George D. Tilley, Inc., has been formed at Darien, Conn., capitalized with stock of \$50,000. Howard Stout Neilson, George Dudley Tilley and Walter D. Daskinn are the organizers of the corporation.

Pratz, Kime & Pratz, produce dealers of Waterloo, N. Y., have leased from J. H. O'Brien Coal Company at Seneca Falls, N. Y., the large brick building which the firm will convert into a grain elevator. The operation of remodeling the building and equipping it with the latest machinery in

that line was started immediately after the transaction was terminated. The building is to be equipped with the latest machinery, including a grain cleaning outfit and will have a capacity for 10,000 bushels.

IOWA

Mullen Bros. of Osceola, Iowa, have retired from the grain business.

A. D. Hayes & Co., is rapidly finishing its elevator at Rome, Iowa.

Fred Webert of Sargeant, Minn., has bought the elevator of H. E. Froning at Chapin, Iowa.

A new building has been planned by the farmers' Grain & Mercantile Company of Kirkman, Iowa.

The elevator plant of W. H. Klein at Inwood, Iowa, has been equipped with an electric motor.

An elevator located at Pioneer, Iowa, has been purchased by Charles A. Black, who will operate same.

The elevator of Mullin & Rawson, located at Britt, Iowa, is now completed. The plant is operated by electricity.

The elevator of Bowles-Billings & Kessler Company, located at Alexander, Iowa, has been disposed of to Chris Miller.

The Ames Grain & Coal Company now has control of the elevator of the Central Iowa Grain Company at Ames, Iowa.

The Farmers' Elevator Company of Hubbard, Iowa, recently completed construction on a 5,000-bushel ear corn crib there.

L. H. Wagener now has complete charge of the grain business formerly operated at Whittemore, Iowa, by Wagener & Higgins.

The Iowa Grain Company of Cedar Rapids, Iowa, has dissolved as a corporation and discontinued operation of its place of business.

The business of the Farmers' Elevator Company at Dunkerton, Iowa, is now in the hands of the Dunkerton Grain & Lumber Company.

Rankin & Clark is the firm name of the company now operating the elevator at Rockwell, Iowa, formerly owned by Rankin & O'Connor.

A new warehouse is being built to and an electric motor is being installed in the elevator of the Farmers' Elevator Company at Thompson, Iowa.

At Emerson, Iowa, the Farmers' Co-operative Company was organized to handle grain, coal, etc. The concern which was capitalized with stock of \$10,000, was incorporated by A. F. Smith, now president, H. L. Whipple, vice-president, W. J. Adams, secretary, and James Durbin, treasurer.

INDIANA

The elevator of the Blish Milling Company at Alert, Ind., has been remodeled.

A new elevator is to be built at Charlestown, Ind., by the Charlestown Milling Company.

An addition is under course of construction to the elevator of A. Smith & Co., at Sheridan, Ind.

The Pierce Elevator Company of Union City, Ind., has made several improvements on its plant.

Arrangements have been made by farmers around Jamestown, Ind., for a new elevator plant.

Powell-Sherry & Co., of Greenville, Ohio, have bought the elevator of Clark Bros. at Fountain City, Ind.

Numerous improvements are being made on the elevator at Arcola, Ind., by the Arcola Equity Exchange.

The elevator of Batchelor & Batchelor at Sharpsville, Ind., has been remodeled and electric power installed.

The Thayer grain elevator, located at Warsaw, Ind., has been reopened following several months of idleness.

Small Bros.' elevator at Walton, Ind., has been purchased by the recently organized Farmers' Elevator Company.

A notice of dissolution has been filed with the secretary of state by the Nickel Grain Company of Valparaiso, Ind.

A blast car loader has been installed by C. F. Cranor, a grain dealer at Sycamore, mail from Greentown, Ind.

The Carlos (Ind.) Grain Company in making several improvements on its elevator has built a 5,000-bushel annex.

At Winamac, Ind., the Farmers' Elevator Company has been organized. Henry Magee is the president of the concern.

O. Gandy & Co., will construct an elevator at Ari, (r. f. d. Churubusco) Ind., in the near future.

The grain business at Bryant, Ind., formerly conducted by the Adams Grain Company, is now controlled by Stiefel & Levy, Fort, Wayne, Ind.

Jenkins & Cohee and Chas. and John Herr have formed a new company at Herr Crossing (no p. o.), Ind., for the construction of a new up-to-date ele-

vator costing \$20,000. The station is just southeast of Lebanon.

The Kepper elevator at Eden (r. f. d. from Greenville), Ind., has been taken over by G. Wolff & Sons of Hamilton, Ind.

Frank Strange of Frankfort, Ind., has planned for the construction of a 30,000-bushel elevator at Antioch Station (Cynthiana p. o.), Ind.

The safe in the Vandalia elevator at Veedersburg, Ind., was robbed by yeggmen. Most of the stolen goods were books and papers and but little money was taken.

Wm. Wicks of Bloomington, Ind., has disposed of the Van Valer plant, including the elevator, etc., to C. F. Nabor of Fairmount and A. A. Alrey of North Manchester.

The farmers in the vicinity of Mardenis (r. f. d. from Roanoke), Ind., recently organized the Farmers' Elevator Company and will buy, it is said, an elevator located there.

A Monarch Attrition mill, manufactured by the Sprout, Waldron & Co., and a Clipper Seed Cleaner has been installed in the Pierce Elevator Company's plant at Harrisville, Ind.

A co-operative organization of farmers has been formed at Huntington, Ind., for the purpose of constructing a modern elevator. Clyde W. Smith was elected president and Tully Anson secretary.

W. D. Zintsmaster has organized the Farmers' Elevator Company at Churubusco, Ind., capitalized with \$10,000. The incorporators and officers are: President, Samuel F. Harlan; vice-president, Isaac McConnell; treasurer, Otto Welsheimer.

MINNESOTA AND WISCONSIN

J. H. Haus is constructing a new elevator at Altura, Minn.

At Suring, Wis., a new grain elevator is to be constructed.

The Phelps Elevator, located at Lake City, Minn., has been dismantled.

A mill and elevator is to be constructed at Lyle, Minn., by A. L. Shulean.

The grain elevator at Leonard, Minn., has been purchased by Mr. Rudser.

A. W. Finnegan's elevator at Adell, Wis., is now owned and operated by Frank Heckle.

Plans are being discussed relative to the establishment of a Farmers' elevator at McIntosh, Minn.

It is reported that a 2,000,000-bushel elevator is to be erected at Superior, Wis., by F. R. Crumpton.

The Farmers' Elevator Company of Ellendale, Minn., expects to install an electric motor in its plant.

The Huntley Elevator Company's plant at St. Clair, Minn., has been taken over by the Farmers' Elevator Company.

The grain, lumber and coal business of Gregory Bros. at Palmyra, Wis., is now under the control of Andrew Halsor of De Forest.

Elevator "A," located at Manitowoc, Wis., and operated by the Bartlett-Frazier Company, has been bonded for handling Canadian grain.

At Mapleton, Minn., a Farmers' Elevator Company has been formed with W. E. Ward as president and will either build or buy an elevator this spring.

The capacity of the elevator of the Young America Power, Light & Milling Company at Young America Station (mail Barton p. o.), Wis., is now 5,000 bushels.

Capitalized with stock of \$10,000, the United Grain Company was incorporated at Rhinelander, Wis. The organizers were: C. C. Ladd, C. D. Williams and A. H. Rogers.

S. F. Heath has purchased an interest in the grain firm of Byrnes Bros. at Mankato, Minn., and the concern will now be conducted under the firm name of Byrnes & Heath.

Work was recently completed by the Spaulding Elevator Company of its \$40,000 grain storage plant at Warren, Minn. The building has a capacity for 65,000 bushels.

It is announced that the Great Northern Railroad will build a new elevator next spring at Duluth, Minn., which will be of 2,000,000 bushels' larger capacity than its "S" plant.

The Karger Grain Company of Milwaukee, Wis., has completed the erection of the first unit of the elevator at New Butler. The plant will consist of eight units each of 4,000 bushels' capacity.

Work has been completed on the 500,000-bushel concrete elevator annex of the Sheffield Elevator Company at Minneapolis, Minn., by the Burrell Engineering & Construction Company of Chicago, Ill.

At Morgan, Minn., the Morgan Milling Company was formed. The company will operate a 25,000-bushel elevator and the mill of Caspar Green & Son as the Morgan Roller Mills. Caspar Green,

Alfred Green and W. J. Mattke are the incorporators of the concern, which is capitalized with stock of \$25,000.

At Chisholm, Minn., the Chisholm Produce Company has completed arrangements for the construction of an elevator, 22x22 feet. It is probable that the machinery will be operated by electricity.

A Hess Drier of 18,000 bushels' drying capacity per hour has been installed in the Chicago, Milwaukee & St. Paul Elevator "A" at Milwaukee, Wis., which is operated by the Donahue-Stratton Company.

At Minneapolis, Minn., the Globe Elevator Company has been formed, capitalized with stock amounting to \$900,000. The incorporators of the concern are: Frank T. Heffelfinger, F. B. Wells, Charles F. Deaver, and others.

The Palmers Elevator & Mercantile Association of Palmers, Minn., has completed and put into operation its elevator plant. The power is furnished by electricity and the entire building is covered with heavy galvanized iron.

SOUTHERN AND SOUTHWESTERN

R. Hurt has leased the Worley elevator at Perkins, Okla.

Work is being completed on the elevator at Eagle (mail to Waynoka), Okla.

An elevator, costing about \$8,000, is to be built at Prague, Okla., by S. W. Hogen.

The Farmers' Elevator & Storage Company of Vega, Texas, has completed its warehouse.

J. M. Smith will improve his grain warehouse located at Nevada, Texas, in the near future.

H. Wells is rebuilding his elevator at Washington, Okla., which burned down on November 29.

Land has been purchased at Ringling, Okla., by the Creel Grain Company upon which to build an elevator.

An elevator and flour mill has been purchased by Mr. Baker, which he will install at once at Claude, Texas.

The elevator of the Verden Milling Company at Verden, Okla., is now in the hands of the Protzman Company.

The Alva Roller Mills Company has disposed of its elevator at Camargo, Okla., to Boquiet & Ludwick of Woodward.

C. D. Wood has built a 3,000-bushel elevator at Yeager, Okla., and will operate as the Yeager Mill & Elevator Company.

The capital stock of the Farmers' Union Supply Company of Versailles, Ky., has been increased from \$6,000 to \$15,000.

The Farmers' Grain & Supply Company of Gage, Okla., has enlarged its elevator and installed a gas engine and new cleaner.

A new grain company to conduct its business as the Bradley & Fason Grain Company has been formed at Bessemer, Ala.

A 3,000-bushel addition is under course of construction to the elevator of the Farmers' Shipping Association at Canadian, Texas.

The Yukon Mill & Grain Company of Yukon, Okla., has completed plans for its new 500,000-bushel reinforced concrete elevator.

Arrangements have been completed for the construction of a large grain elevator at Beaver, Ark., by H. F. Probst of Arkansas City, Kan.

The Virginia Feed & Grain Company of Petersburg, Va., have planned the building of an 85x310 foot grain warehouse with capacity of from 100 to 125 cars.

A large warehouse located on the Santa Fe road has been bought by the Carter Grain Company of Bay City, Texas, to be used in connection with its grain business.

The capacity of the grain elevator of E. G. Duckwell & Co., at Louisville, Ky., has been doubled. The total capacity of warehouse and elevator is 160,000 bushels.

Webster & Co. have begun the erection of an elevator and a mill for grinding corn at San Antonio, Texas. A warehouse will also be erected. The building will be of reinforced concrete.

The L. O. Street Grain Company has been organized at Woodward, Okla., with a capital stock of \$10,000. The incorporators are: L. O. Street, Lelia M. Street and I. H. Cox, all of Woodward.

The grain firm of Heston, Whitworth & Co., of Hardinsburg, Ky., and the Hardinsburg Mill & Elevator Company have consolidated and will operate under the latter name. The capital stock of the company has been increased to \$18,000.

The Gillett Grain Company, with offices at Nashville, Tenn., has placed a contract with the Burrell Engineering & Construction Company for an elevator and warehouse to be built at Memphis, Tenn. The warehouse will be 32x48 feet. The elevator workhouse will have a capacity of 30,000 bushels

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and concrete tanks will have a capacity of 60,000 bushels. Work will commence at once.

The Paris Milling Company of Paris, Texas, will commence work at once on a 500-barrel concrete mill building and 100,000-bushel concrete storage grain elevator. The Burrell Engineering & Construction Company of Chicago, Ill., has the contract.

Announcement was made not long ago that Oscar Farmer & Sons of Louisville, Ky., have taken possession of the business of R. H. Menefee & Co., including the storehouse and elevator. The elevator has a capacity for 50,000 bushels. The concern consists of Oscar Farmer, Sr.; Oscar Farmer, Jr., and E. C. Farmer.

CANADA

A 1,000,000-bushel addition is to be erected to the elevator of Davidson & Smith at Fort William, Ont.

The Wm. Rennie Company has arranged for the construction of a grain elevator and warehouse at Chatham, Ont.

A 60,000-bushel elevator is under course of construction at Shaunavon, Alta., by the Alberta Grain Growers' Grain Company.

At Fort Saskatchewan, Alta., the Fort Milling & Grain Company has been organized recently. The concern is capitalized with stock of \$30,000.

Articles of incorporation have been filed for the Union Grain Company, Ltd., of Winnipeg, Ont., which is capitalized with stock aggregating \$50,000. The incorporators are Alex. R. Hargraff, Thomas Brodie, J. T. Haig, Alex Adams and Clive H. Haig.

A grain elevator of approximately 1,250,000 bushels is being constructed at Vancouver, B. C., by the Dominion Government. It consists of a working house 126x26 feet and 300 feet high and a group of 52 concrete bins covering a ground area of 332x100 feet. The unloading train shed is 152x92 feet. The equipment includes a cleaning system of ample capacity.

THE DAKOTAS

H. H. Hanson has purchased an elevator at De Lamere, N. D.

The elevator of B. Gartland at Manchester, S. D., has been reopened.

Recently Dan Wilson purchased the Brault Elevator, located at Beach, N. D.

The Kimball Milling Company of Draper, S. D., has closed down its elevator.

The new elevator is to be constructed at Medora, N. D., by N. J. Steffen of Belfield.

Operations have been started in the new elevator of A. M. Dahl & Co., at Elgin, N. D.

The elevator of Mark Werts at St. Marys (mail to Howard), S. D., has been rebuilt by him.

F. M. Hunt is overhauling his elevator, located at Max, N. D., preparatory for operation this season.

Pollman & Wipf and M. K. Hofer contemplate enlarging their elevator at Freeman, S. D., in the spring.

The Farmers' Elevator, located at Dell Rapids, S. D., has been improved. A new scale has been installed.

An Englehart Flexible Spout Holder has been installed in the new Farmers' Elevator at Athol, S. D.

A large grain cleaner has been installed in the elevator for the Farmers' Co-operative Union at Fryburg, N. D.

The Farmers' Elevator Company has equipped its plant at Loomis, S. D., with an Englehart Flexible Spout Holder.

Ted Evold has purchased the elevators located at Killdeer, N. D., and Werner (mail Great Bend), N. D., from Olson & Worner.

The plant, including the elevator, of the Oakes Flour Mill at Oakes, N. D., is now the property of the Royal Elk Milling Company.

An addition, 32x50 feet, has been built to the plant of the Equity Elevator at Ryder, N. D. The capacity of the plant is 25,000 bushels.

The Farmers' Elevator Company of Stanley, N. D., has purchased the 25,000-bushel elevator located there, operated by Frank O'Keefe.

The business interest of Ole Haug in the Farmers' Elevator at Fairdale, N. D., has been purchased by Albert C. Hanson of that place.

The grain and elevator business of Johnson Bros. Elevator Company at La Moure, N. D., has recently been taken over by George and C. C. Crum.

Negotiations were closed up transferring the elevator property at Langdon, N. D., from the Amenias Elevator Company to the Langdon Elevator Company.

Announcement was recently made that the Occident Elevator Company, with headquarters at Minneapolis, Minn., will be obliged to vacate the elevator site at Jamestown, N. D., six months after

December 29, 1915. The railroad concern will build a new depot on the present site of the elevator plant. It is not known where the plant will be located.

The plant of the Farmers' Grain Company at Germantown, S. D., has been overhauled and new machinery, including a Richardson Automatic Scale, installed.

Recently the elevator of the Minnesota & Western Grain Company at Beach, N. D., was purchased by N. J. Steffen, who will operate as N. J. Steffen Grain Company.

Plans are under consideration by W. S. Smith of the Smith-McClure Grain Company of Tasker, N. D., for the construction of an elevator at that place in the near future.

The elevator of the Amenias Elevator Company on the Northern Pacific at Pembina, N. D., has been taken over by the Pembina Grain & Lumber Company. A 10,000-bushel elevator annex has also been constructed.

Recently leased elevator sites, numbering in the hundreds, throughout North Dakota, were sold at delinquent tax sales. The sales came about through the fact that the state tax commission ordered this property on the assessment rolls.

WESTERN

W. A. Hackett will build a grain elevator and feed mill at Fort Collins, Colo.

Kelly Bros., the grain dealers of Hood River, Ore., have installed a mill in their plant.

The plant of the O'Donnell Grain Company at Lusk, Wyo., has been closed down.

A company has been formed at Columbus, Mont., for the purpose of planning the erection of a grain elevator there.

A warehouse in connection with its new elevator has been built by the Farmers' Grain Company at La Salle, Colo.

Work has been completed on the 10,000-bushel elevator of the Farmers' Elevator & Supply Company at Peetz, Colo.

The foundation has been completed for the Equity Elevator Company at Grandview, Mont. Work will be rapidly finished.

It is reported that construction work will soon be started on the Equity Mercantile Association's elevator at Limon, Colo.

At Hathaway, Mont., the Hathaway Grain Company was recently incorporated, capitalized with stock aggregating \$10,000.

Work has been completed on the new 40,000-bushel elevator of the Golden Valley Farmers' Elevator Company at Carlyle, Mont.

The recently incorporated Williston Mill Company of Bainville, Mont., purchased the elevator of the Montana & Dakota Grain Company and is erecting a plant of 60,000 bushels' capacity.

The Gallatin Valley Milling Company, recently purchased the Winter, Trusdell, Ames Company's elevator located at Brady, Mont. This company already has a large line of elevators and mills throughout Montana.

Arrangements have been completed for the construction of an elevator and flour mill at Metolius, Ore. The elevator will be the first to be constructed in Eastern Oregon. H. M. Seithoff and other North Dakota men are interested.

The Frank A. Guernsey Grain Company has been organized at Stockton, Cal., with stock aggregating \$75,000. The board of directors as named in the articles of incorporation are: Frank A. Guernsey, J. W. Schuler, Phil. O'Connell, H. J. Mann and DeWitt Clary.

MISSOURI, KANSAS AND NEBRASKA

C. F. Fritz has closed down his elevator at Ross-ville, Kan.

J. G. Wright has entered the grain business at Bellaire, Kan.

Ed. Ruse has leased T. J. Paces' elevator at Sabetha, Kan.

Gross & Gross, grain dealers at Tarkio, Mo., has been dissolved.

The elevator of the farmers at De Witt, Neb., has been overhauled.

The new elevator at Wheatland (mail Conway), Kan., has been completed.

An addition is being made to the elevator plant of J. L. Wilkin at Aulne, Kan.

Plans have been formed for the construction of an elevator at Fellsberg, Kan.

J. E. and C. O. Wilcox is a new grain dealing concern formed at Soldier, Kan.

The Gustafson elevator at Sargent, Neb., has been purchased by D. T. Adams.

The plant of the Ulysses Grain Company at Ulysses, Nebr., has been closed down.

W. T. Shute has planned for the construction of a 10,000-bushel elevator at Shields, Kan. He has

also purchased the plant of J. M. Kenda at Arnold, Kan.

Otto Stepanek is the new proprietor of the elevator of G. W. Potts at DuBois, Neb.

Plans have been consummated for the erection of a 25,000-bushel elevator at Oran, Mo.

The new elevator of the Bayard Grain Company at Bayard, Kan., has been completed.

A Richardson Automatic Scale has been installed in L. H. Powell & Co.'s elevator at Rosehill, Kan.

H. A. Alexander's elevator at Beatrice, Neb., is now under control of the Dobbs Grain Company.

The elevators at Creighton, Neb., are to be operated by electricity instead of gasoline in the future.

A new scale has been installed in the elevator of Arkansas City Milling Company of Hackney, Kan.

Improvements are being made on the elevator of Schuyler County Milling Company of Lancaster, Mo.

At Columbus, Neb., a farmers' co-operative company has been formed to build and operate an elevator.

The elevators of the Atlas Elevator Company, located at Dixon and Wareham, Neb., have been shut down.

The Thurman Davis Grain Company of Hume, Mo., is going to have a grain elevator erected for it there.

A new elevator has been built at Adrian, Mo., for the Farmers' Elevator, Supply & Manufacturing Company.

Construction work has been started on the grain elevator at White City, Kan., by R. M. Shepherd of Herington.

A new grain cleaner has been added to the equipment of the M. O. Mitchell & Son's elevator at Hancock, Mo.

An addition is being made to the warehouse and elevator of the Farmers' Mercantile Company at Scribner, Neb.

A new concrete foundation has been placed under the elevator of Ury & Redinger, located at Ridgeway, Mo.

An elevator, coal bins and stock and feed business at Hanover, Kan., has been taken over by the Farmers' Union.

The Farmers' Co-operative Union Association was organized at Barnston, Neb., with a capital stock of \$20,000.

A. C. Yontz expects to construct a grain elevator plant with a capacity of from 10,000 to 12,000 bushels at Tipton, Mo.

An addition is to be made to the elevator of the Gupion Grain Company of Oxford, Neb., for storing feedstuffs.

The Farmers Grain and L. S. Company of Norfolk, Neb., has arranged for a new elevator to be constructed there.

On January 1, C. E. Wyman took possession of the elevator at Republic, Kan., which was recently purchased by him.

Incorporation papers have been filed for the Ashland Grain Company of Ashland, Neb., by N. P. Nelson and L. C. Parks.

Work has been stopped in the elevator plants of the McCaull-Webster Elevator Company at Osmond and Belden, Neb.

The Farmers' Elevator Company of Ashton, Neb., has recently completed making repairs on its flour and feed warehouse.

A Richardson registering wagon scale has been installed in the Farmers' Grain & Supply Company's plant at Ray, Kan.

A new 8-horsepower gasoline engine has been installed in the Holmquist Grain & Lumber Company's plant at Emerson, Neb.

The elevator of the Urdike Grain Company of Indianola, Neb., has been purchased from it by the Farmers' Equity Union.

The Holmquist Grain & Lumber Company has purchased the elevator of the defunct P. B. Mann-Ancher Company at Coleridge, Neb.

A transaction was recently closed up transferring the property of the Farmers' Elevator Company of Wynot, Neb., to A. H. Hillis.

The Southwest Grain Company of Stafford, Kan., is anticipating remodeling its elevator and increasing the capacity of the plant to 10,000 bushels.

The old automatic scale in the plant of the Co-operative Equity Exchange at Ludell, Kan., has been replaced by a Richardson Automatic Scale.

E. C. Veauchant and John W. Scott have organized a concern which will deal in grain and construct a grain elevator at Ford, Kan., in the spring.

C. E. Robinson Grain Company of Hedville Station (Salina p. o.), Kan., has let the contract for its new elevator. The plant is to be equipped with modern machinery including a Richardson Automatic Scale.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

PROGRESS IN SAN FRANCISCO

Editor American Grain Trade: During the past year the business has been generally satisfactory to all of our members and the results to producers, in view of the prices obtained from their products, have also been satisfactory. The principal grain handled in San Francisco is barley, both for local and export use. The crop now being handled is somewhat less than the crop of the preceding year, which was the largest on record. Prices, while not as high as a year ago, have still been satisfactory and brought good returns to our farmers.

The importance of the Grain Trade Association has been more widely recognized than ever before, and especially have our members had recourse to our Inspection Department.

As undoubtedly occurs at other centers, there is more or less complaint as regards the weights of grain received from the interior. The state legislature at its last session created a State Department of Weights and Measures, and we hope that we will receive some relief from this source. We are all anxiously awaiting to see what legislation will be proposed at the present session of Congress.

There has been no material change in the number of members in the Association, and no vital changes in any of the rules governing the transaction of business.

Yours truly,

GRAIN TRADE ASSOCIATION.

San Francisco, Cal.

MONTANA CROP PROSPECTS

Editor American Grain Trade: According to grain men of the Gallatin Valley and those of other parts of the Treasure State, the wheat acreage will be cut down next summer to about 25 per cent below that of the present banner year. The reason for this is that last year the farmers planned on high prices owing to the war and planted every acre they possibly could to winter wheat and to spring or Marquis wheat. Now much of this land must be summer fallowed and lay over a year without cropping. There is new breaking, but not enough to make the acreage the coming year what it was in 1915.

The winter wheat crop has been estimated by the Department of Agriculture as being about 540,000,000 bushels. That is 115,000,000 bushels less than the winter wheat harvest of 1915, but approximately 100,000,000 more than the average for the past five years.

Wheat raisers are rejoicing over \$1 wheat, the price having touched that mark at the close of the old year. Flax was \$1.95. Many sales were recorded as the farmers had been holding for the advance all the fall. Marketing grain is simplified by the fall of snow throughout the state. In many sections snow is six inches deep.

Yours truly,

P. M. PARKER.

Belgrade, Mont.

ST. LOUIS HAD SATISFACTORY YEAR

Editor American Grain Trade: A retrospect of the grain trade of St. Louis during 1915 will show the many and varied conditions with which the trade generally was confronted. The total production of the principal cereal crops was the largest ever recorded by the Department of Agriculture. The wheat crop, for the first time in the history of the Department, exceeded one billion bushels and corn for the second time passed the three billion mark. Values paid to farmers estimated, in excess of any previous record, many millions of dollars, establishing a new high record.

The quality of a large per cent of the grain marketed, however, was below the average and marketing conditions to a large extent materially changed from the ordinary year. In view of the poorer quality of offerings of a large percent of the grain, due to weather conditions, the amount of grain bought on track, or at country elevators, was way below the normal. On the other hand, however, the consignment, or strictly commission, houses profited thereby. The exporting houses of this market likewise did a large and increased business.

Receipts of wheat here totalled 35,250,400 bushels, as contrasted with 33,569,000 bushels in 1914. Corn arrivals aggregated 18,917,200 bushels as compared with 17,105,800 bushels the previous year. Oats, however, showed a falling off, receipts amounting to 19,402,800 bushels as against 24,944,-

600 bushels a year ago. The falling off in the receipts of the latter is accounted for in the main by the rain and adverse weather conditions around harvest time in a large portion of the territory contiguous to the St. Louis market.

Taking the year as a whole, it will no doubt be found that the grain and milling interests of St. Louis have experienced a very satisfactory and a profitable year. Elevator conditions, both public and private, have not been materially changed the past twelve months. Tentative plans for the erection of at least one new house, and possibly two, are under way and will no doubt be carried to completion before the next crop is ready for market, and will add much to the total storage capacity of the market.

The Traffic and Weighing Bureaus of the Merchants Exchange are maintained and operated under the highest scale of efficiency. The Traffic Department under the direction of an able commissioner watches the rate and traffic interests of our market, and has had brought about a number of changes and adjustments, formerly discriminatory, that has been of marked benefit to both the receiving and shipping interest of both grain and grain products. The work of the Weighing Bureau is of the greatest value to all interests concerned. The State Grain Associations are particularly interested in the maintaining of our bureau and have co-operated at all times in furthering the interest of the department.

No material changes have been made in the rules or regulations of our Exchange the past year. Legislative matters, either state or national, whenever adverse to the interest of the market, are closely watched at all times, the Exchange co-operating with other markets, the Council of Grain Exchanges, the Grain Dealers' National Association or the state associations in the handling of such matters for the furthering of the best interests of the terminal markets at large.

The membership of the Exchange numbers 1,108. The Exchange starts the New Year in excellent financial condition, having a cash surplus and a good sinking fund on hand. The outlook for the current year is most promising for all interests allied with the market.

Yours truly,

EUGENE SMITH.

St. Louis, Mo.

Secretary Merchants' Exchange.

SOUTHERN REVOLUTION IN FEEDS.

Editor American Grain Trade: Not in 25 years has there been such a sudden and complete revolution in feed matters as now obtains in the South through the use of the Hundred-Day Speckle Velvet Bean. Out of some 40 types of velvet beans, this new type is the most prolific, and is the earliest in maturity. As a crop, it can be grown in corn for support, when planted late in April, wherever cotton can be grown. The bunches grow practically every six inches from the ground to the end of the plant. These bunches contain from four to 25 pods each, and in each pod usually are four or five seeds. These seeds are round, hard and striped. The beans are about the size of the end of your little finger.

This bean is a hybrid of the Late Florida Speckle and the early white Yokahama. They were in such demand last season that they jobbed for five or six dollars per bushel! And probably there was not more than five or six thousand bushels produced in the South. This year I should say that the crop is at least 250,000 bushels; and they can be bought at wholesale anywhere at the present moment at from \$2 to \$2.50 per bushel, according to quantity. They are usually planted in corn, every other hill; or in 6-foot corn rows. They can be planted in the middles every five feet. They mature here at Augusta, Georgia, about September 15 or 20. They produce about 20 bushels of beans to the acre in corn, or one ton of beans-in-the-pod.

This bean plant stores an enormous amount of nitrogen in the soil when the vines are turned under; and cotton is increased by one-third and corn is increased 10 bushels per acre, following after the turning under. After frost, cattle can be turned in and they eat ravenously the vines and the matured, or immature frost-bitten beans (if any); and no crop so quickly fattens hogs and cows, and is so cheaply made. Grown in corn, they are a more valuable crop than is the corn itself. In some counties today in this portion of the South practically every other corn stalk has a velvet bean by its side!

Now the revolutionary part of the proposition is not only the use of this bean as a field-grazing proposition and as a land-manuring one, but as used for cattle feed and for human feed. Mills that negotiate grinding up these bunches of beans in the pod can be bought for from \$80 to \$300,

and large numbers of these mills are now in operation in the South. The South is rapidly getting away from the Kansas alfalfa and grain groundup food proposition for horses and cows. These velvet beans ground up in the pod analyze 19 per cent protein and 6 per cent fat! These beans will increase yearly in this portion of the country in out-turn. They will always be cheap, and there is an enormous outlook for this velvet bean as a groundup cattle food matter.

These beans have always been so high that no one could use them for the dinner table; but today they are far cheaper than the white Navy or Yankee beans, or the white California Lima beans. The process is to boil these beans for one hour, put them in cold water and manipulate them with the hands, when the skin will all come off, float on top of the water, and can be removed. Then boil them again for one-half hour or until the beans are soft; then they are ready to be prepared in eight or ten different ways: They can be mashed up like Irish potatoes, or made into bean soup, or they can be baked with cream and butter just like the Yankee bean. They have a good flavor and the canners all over the country are now looking most eagerly into the matter. One canner wrote me that the matter seemed favorable to his taking several hundred carloads. Certainly at the present moment it would be the cheapest protein canning proposition for shipping to the armies of Europe. One bushel of beans is 60 pounds, and there is no other protein today for human food that can be bought for 4 cents per pound, or even less in large amounts.

Yours truly,

N. L. WILLET.

Augusta, Ga.

MILWAUKEE'S GRAIN TRADE

Editor American Grain Trade: Probably the first thing to be considered in a review of the year 1915 as it looks to the Milwaukee grain trade is the quantity of grain received here and shipped from the market. The receipts for the year totalled 70,148,510 bushels. The receipts were not equal to those of 1914, which were so far ahead of any other year in our history that it might reasonably be expected that the business would fall somewhat short of so high a standard. And it did fall short to the extent of 6,500,000 bushels.

The year 1915, however, with the single exception of 1914, greatly exceeded any previous year in size of receipts. Five years ago, or in 1910, the local receipts were 48,355,914 bushels, and 10 years back, or in 1905, Milwaukee arrivals were 37,941,536 bushels. Shipments of grain from this point during the past year were 52,498,339 bushels.

The receipts of corn of the 1915 crop have been particularly disappointing for reasons that are well understood by the grain trade. There was a decrease of about 4,000,000 bushels in the receipts of corn for the calendar year as compared with the previous year. Oats, on the other hand, showed a substantial increase. Milwaukee received 28,539,780 bushels of oats in 1915.

Local grain men are gratified by the erection of an elevator on the Chicago & Northwestern road which is under way at the present time, and will be completed and ready for operation in time for the 1916 crop. It will have a storage capacity of 1,250,000 bushels at first, and will ultimately be increased to a 2,500,000-bushel house. It will be thoroughly equipped with all sorts of proper machinery, and will be an immense addition to Milwaukee's grain handling facilities. With the completion of this elevator the storage capacity of the terminal houses here will be 5,800,000 bushels.

The mills closed the year with a satisfactory showing. During the last four months they broke all records and ran night and day in their efforts to keep up with their orders. The output for the year was 740,000 barrels. In 1914 they manufactured 611,896 barrels, and in 1913, 733,735 barrels.

The maltsters report a decreased output as compared with the preceding year, the decrease, according to a leading manufacturer, being approximately 10 to 15 per cent. This would mean that about 13,000,000 bushels represented the production of malt for the year.

The Chamber of Commerce put forth especial efforts in the spring of 1915 in co-operation with shippers located in the other Great Lakes ports to prevent the adoption by the Lake carriers of a bill of lading which was proposed by the carriers, and which would have relieved them from practically all liability for shortage in weight on grain carried.

The Chamber was represented at the meetings by delegates and by legal counsel and took an active part in the opposition, the result of which was the creation of a corporation by the transportation interests whose business it should be to pay the value of all shortages and collect the value of all overages, leaving the shippers in the same position as they were before.

The chamber has also, in conjunction with the Chicago Board of Trade and some 200 other organizations and shippers of the Middle West, been a leader in the movement of the past few months having for its purpose the continuance of the lake and rail service on the Great Lakes. The Chamber filed an intervening petition in the application of

the Lehigh Valley Railroad to be permitted to run its boats and has, through its freight bureau, exerted every effort to secure the service for the approaching season.

At the present writing it appears that all thought of a continuance of the past relations of the railroads and the package carriers must be given up, although the Lehigh Valley Railroad has taken steps to secure an appeal to the courts in its case.

If one were to indulge in a little forecast of the future, he would be compelled to admit that the outlook so far as the corn trade resulting from the present crop is concerned, is not very promising.

Milwaukee's great progress and her rapid increases in volume of grain handled in the past half dozen years or so, however, will justify us in predicting a continued advance in the future.

The merchants here look for a larger trade up to September 1 than last year for the same period.

Yours very truly,
H. A. PLUMB,
Secretary Chamber of Commerce.
Milwaukee, Wis.

KANSAS CITY REVIEW

Editor American Grain Trade: The records of the Kansas City Board of Trade show that we received during the year 1915: 58,693,950 bushels of wheat, 20,803,750 bushels of corn, 6,247,500 bushels of oats, 361,900 bushels of rye, 1,817,200 bushels of barley, 4,527,600 bushels of Kaffir and milo maize, making a total of 92,451,900 bushels, 55,000 bushels of flax, 27,040 tons of bran and shorts, 422,976 tons of hay, 179,000 barrels of flour. The amount of flour manufactured in Kansas City in the year 1915 was 2,865,460 barrels.

As in other seasons, large quantities of grain were bought from country points by our exporters and shipped direct to Gulf and other ports. Of this, we have no record. The lack of ocean tonnage has seriously handicapped the export business.

During the first four months of the crop season, spot wheat was part of the time at a premium and most of the time at a price as compared with the futures which prohibited the accumulating of stocks. The last 60 days there has been sufficient margin to justify storing although the margin is narrow. Wheat in store today, 8,212,010 bushels; corn, 2,819,261 bushels.

Our storage capacity has increased 4,250,000 bushels during the past year, making our present capacity 22,315,000 bushels. It is the general opinion what the stock of wheat in the farmers' hands in the territory tributary to this market is larger than one year ago.

The condition of winter wheat, so far as we are able to obtain information, is fairly good—possibly not quite equal to one year ago.

Yours very truly,
E. D. BIGELOW,
Secretary Board of Trade.
Kansas City, Mo.

INDIANAPOLIS ACHIEVEMENTS IN 1915.

Editor American Grain Trade: One of the important improvements put into effect by the Indianapolis Board of Trade during the year 1915 was the establishment of a trading floor. The trading floor, which was opened February 15, 1915, because of the increase in the grain, hay and milling business, has been of much value in facilitating transactions. It is on the seventh floor of the Board of Trade Building, and is used for buying and selling grain and hay inspected by Board of Trade inspectors on tracks or in elevators in the city. Only members of the Board have the privilege of the trading floor. The room is equipped with desks for the convenience of representatives of the grain and hay trade. About thirty firms and individuals are represented.

The Traffic Department of the Board of Trade, of which R. R. Hargis is traffic manager, accomplished much good work during the year. This Department has been devoted to maintaining a high standard of service in the Indianapolis terminals, obtaining a revision of rates affecting Indianapolis, and preventing discrimination in favor of competing points.

In the matter of terminal operations may be mentioned the excellent results achieved by the carriers in handling live stock and grain reconsignments which heretofore have been a source of frequent complaint.

In the handling of grain reconsignments a very efficient system has been put in force by the C., C. & St. L. Railway. The previous custom in handling reconsignments necessitated numerous trips to railroad offices, and consequent trouble in getting reconsignment orders, resulting in delays in the terminals for 24 hours or more. The C., C. & St. L. at the request of the Department, has placed a representative in the trading room of the Board of Trade to take care of these reconsignments, with the result that the cars invariably leave the terminals the day the sale is made. The value of this service can not be overestimated, not only in the matter of relieving congestion in the terminals, but in insuring the good condition of the grain on arrival at destination.

The system adopted by the Traffic Department to bulletin grain and hay for inspection and the use

of the bulletin as the basis for demurrage, has eliminated all complaints in this regard.

The export traffic, which is in serious straits on account of the congestion at the Atlantic Seaboard, has caused the carriers so much concern that in addition to numerous embargoes, ill-advised proposals as to storage charges on delayed freight held in cars have been made and application to publish such charges on short notice was presented last month to the Interstate Commerce Commission. Protest was filed by the Board of Trade Department and other organizations. The application was denied.

In the revision of rates affecting Indianapolis so many questions have been handled that it is impossible to enumerate them. Perhaps the most important rate adjustment affecting Indianapolis is the proposed revision of class rates in this territory, which is now being prepared by the carriers.

Following are some of the revisions effected through the Traffic Department:

Revision and reduction of rates on grain from Illinois Central stations to Indianapolis.

Reduction in rate on grain products from Indianapolis to Bloomington, Ind., via I. C.

Reduction in rate on grain products from Indianapolis to Quincy, Ill., via P., C., C. & St. L.

Reduction in rate on anthracite coal from Indianapolis to Southport, Ind., via P., C., C. & St. L.

Reduction in the rates on grain from stations on Chicago & Illinois Midland to Cincinnati with transit privileges at Indianapolis.

Reduction in the reconsigning charge on grain at Indianapolis from Vandalia stations.

Reinstatement of the rates on grain from stations on the T., St. L. & W. to Ohio River markets with transit privileges at Indianapolis.

Extension of milling-in-transit privileges at Indianapolis to permit grain from T., St. L. & W. stations and T., P. & W. stations to be milled at Indianapolis and forwarded via C., C., C. & St. L. to Ohio River markets and points beyond.

Absorption of switching charges at Indianapolis on grain from Illinois Central stations billed to mills, elevators, etc., on connecting lines at Indianapolis, resulting in an approximate reduction of \$2 on each car of Illinois Central grain received.

Through the assistance of Superintendent Coneys arrangements were made, effective Dec. 20, 1915, for the benefit of shippers and receivers on the line of the Vandalia, permitting the free storage on available vacant land of the company of shipments held for forwarding and delivery.

Reduction in the switching charges on the C., C., C. & St. L. between plants of the Acme-Evans Company, to become effective with the revision of the Indianapolis switching tariff now under way.

The gain in membership of the Board of Trade during 1915 was twenty-eight new members.

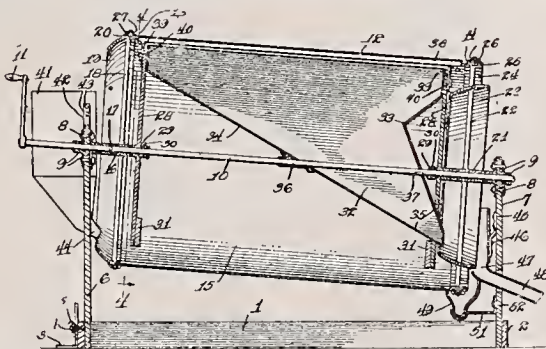
Yours truly,
W. H. HOWARD,
Secretary Board of Trade.
Indianapolis, Ind.

GRAIN TRADE PATENTS

Bearing Date of December 14, 1915

Wild Oats Separator.—John A. Aasheim, Morgan J. Aasheim and Lewis J. Aasheim, Fargo, N. D. Filed July 28, 1914. No. 1,164,052. See cut.

Claim: In a separator, a rotatably mounted shaft, an imperforate flexible cylinder, a pair of wheels rigidly mounted on said shaft for supporting the ends of said



cylinder, grain receiving means disposed within the cylinder, and scraping means carried by the grain receiving means and associated with the inner periphery of the cylinder.

Car Seal.—La Fayette Jake Richardson, Columbus, Miss., assignor of one-half to J. Q. Staples, Stewart, Miss. Filed April 3, 1915. No. 1,163,857.

Grain Assorter.—Gust Carlson, Moline, Ill., assignor to Deere & Mansur Company, Moline, Ill., a corporation of Illinois. Filed April 14, 1906. Renewed November 13, 1912. No. 1,163,889.

Bearing Date of December 21, 1915

Process for Sterilizing and Preserving Grain.—Edward R. Barrow, Memphis, Tenn. Filed November 16, 1914. No. 1,165,220. See claim.

Claim: The process of treating grain to sterilize and preserve the same, which consists in intimately mixing finely-divided chlorid of sodium with the grain, substantially as described.

Bearing Date of December 28, 1915

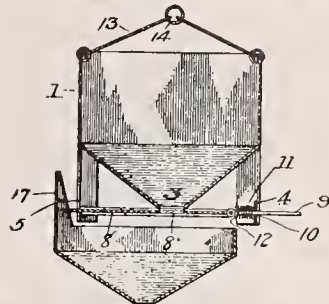
Grain Door.—Benjamin Milbert, Chicago, Ill. Filed January 6, 1913. No. 1,165,694.

Dust Collector.—William J. Fender, Silver Creek, N. Y., assignor of one-half to John G. Hintz, Milwaukee, Wis. Filed October 29, 1914. No. 1,165,401.

Automatic Feed for Grain Grinders and the Like.—Morley Fountain Verity, Brantford, Ont., Canada, assignor to Massey-Harris Company, Ltd., Toronto, Ont., Canada. Filed March 17, 1915. No. 1,166,024.

Automatic Grain Carrier.—August Gebhardt, Scotia, Neb. Filed May 9, 1914. No. 1,165,499. See cut.

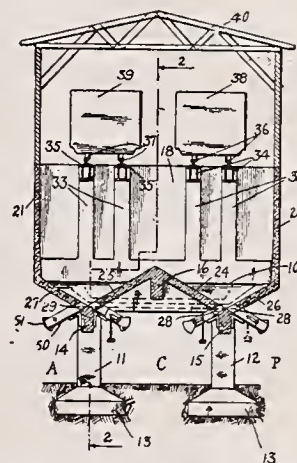
Claim: The combination with a receptacle having an upwardly projecting extension at its rear side; of a carrier adapted to be positioned over said receptacle and having an opening into the bottom thereof, a slide



mounted in said carrier over said opening and having an aperture therein designed to register with the opening in the carrier when the slide is retracted and to be placed out of register therewith when the slide is projected, a coiled spring mounted to normally project said slide to position it in the path of the upward extension on the receiving receptacle.

Storage Bin.—Clarence Healy, East Orange, N. J. Filed August 9, 1913. No. 1,165,971. See cut.

Claim: A storage structure comprising a plurality of spaced transverse masonry walls in the form of cantilever beams, a pair of masonry supporting pillars for

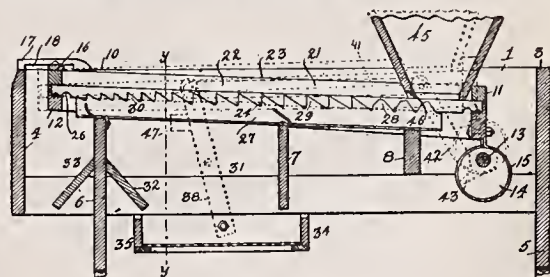


each wall underset from its ends, a central longitudinal shed bottom and longitudinal beams between pillars and under the ridge of the shed bottom for supporting the bottom, and walls for completing the structure to form a plurality of bays or bins.

Bearing Date of January 4, 1916

Feed Grinding Mechanism.—James E. Goodhue, St. Charles, Ill., assignor to United States Wind Engine & Pump Company, Batavia, Ill., a corporation of Illinois. Filed July 6, 1915. No. 1,166,899. See cut.

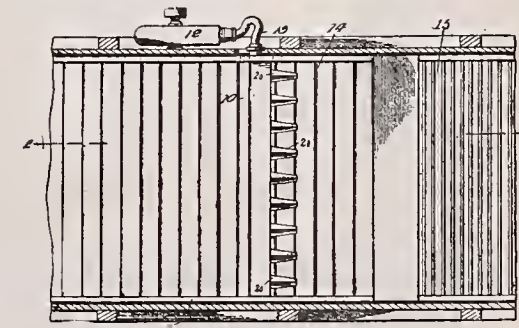
Claim: In a machine of the character set forth, the combination of a chamber, and rotary means for agitating the material supplied to said chamber and tending to throw the material out of the chamber in a direction radially of said rotating means, the top wall of said



chamber presenting offset plate sections, affording between their adjacent ends an opening disposed tangentially to said rotary means and at one side of the center of said rotary means and forming an inlet to said chamber, one of said plate-sections inclining downwardly from one side of said chamber to said opening and directly above said means.

Attachment for Grain Separators.—John Lunz, Belpre, Kan. Filed April 1, 1915. No. 1,166,532. See cut.

Claim: The combination with a grain separator, of a wind trunk having a plurality of air orifices in one

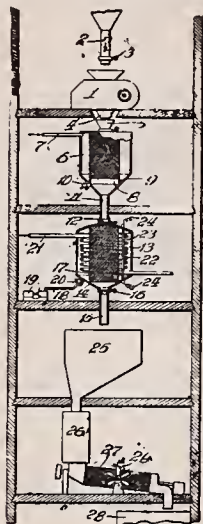


side, and a plurality of guard fingers coacting with the orifices.

Process of Treating Grains.—Adolph Jaeger, Jackson, Mo., assignor of twenty-two and one-half hundredths to Arthur O. Knight and twenty-two and one-half hundredths to Harry A. Knight, St.

Louis, Mo. Filed February 4, 1911. No. 1,166,592.
See cut.

Claim: The process of treating grain adulterated with
onions which consists in dehydrating the mass in a



vacuum before the onions are broken, and in subsequently breaking up and removing the dried onions.

Hulling Cylinder for Clover and Alfalfa Hullers.
—Frederick E. Shafer, Idaville, Ind. Filed March 4, 1915. No. 1,166,549.

Self Locking Car Seal.—Winfred Mudge Brooks, East Orange, N. J., assignor to E. J. Brooks & Co., New York, N. Y., a Corporation of New York. Filed October 29, 1915. No. 1,166,657.

THE damaged wheat cargo of the burned steamer *Wright* is being taken from the boat by the Whitney Bros. of Duluth and shipped to Milwaukee. Mr. Whitney stated that the firm expects to put the wheat on the Copper Range dock at the rate of 25,000 bushels per day.

ON December 27 a grain vessel was chartered at 4 cents a bushel for the first trip after the opening of navigation in the spring. These boats will probably sail between April 15 and 25. Under the insurance policies, vessels may sail between April 1 and the 15th by paying the rate on the policies for the days of sailing before the 15th, but they can be covered by no claim for ice damage up to three per cent of the amount of the policy.

ASSOCIATIONS

CONVENTION CALENDAR

January 19-20.—Indiana Grain Dealers' Association, at Indianapolis, Ind.

January 19-21.—Idaho Seed Growers' Association, at Caldwell, Idaho.

January 20-21.—Council of Grain Exchanges, at Chicago, Ill.

January 26-27.—Missouri Grain Dealers' Association, at St. Louis, Mo.

February 3.—Michigan Hay & Grain Dealers' Association, at Saginaw, Mich.

February 9-11.—Illinois Farmers' Grain Dealers' Association, at Bloomington, Ill.

February 15-17.—Western Farmers' Grain Dealers' Association, at Des Moines, Iowa.

February 29, March 1-2.—North Dakota Farmer Grain Dealers' Association, at Grand Forks, N. D.

May.—Kansas Grain Dealers' Association, at Kansas City, Mo.

May 9-10.—Illinois Grain Dealers' Association, at Decatur, Ill.

July 11-13.—National Hay Association, Cedar Point, Ohio.

K. C. HAY DEALERS ELECT

The annual election of the Kansas City Hay Dealers' Association resulted in the selection of men tried and true, all of whom are prominent in the national hay trade. B. F. Tyler was elected president for the ninth time. His services in the past have been of a high order, and the trade showed its appreciation in again choosing him to lead its affairs.

E. B. Bruce, who moved up from the second vice-presidency to the first, is an enthusiastic advocate of national uniformity of hay grades, and as chairman of the Committee on Inspection last year was instrumental in having all hay inspectors meet at Kansas City for a conference to this end.

C. D. Carlisle, second vice-president, is one of the best known hay dealers in the country, his

specialty being alfalfa, of which he handled the first car ever received at the Kansas City market.

New members of the Board of Directors: John North, Bert Sheldon and Wilber Warren. Arbitration Committee: John Mackey, P. E. Drought and F. W. Taylor.

KANSAS DIRECTORS CHOOSE KANSAS CITY

The officers and directors of the Kansas Grain Dealers' Association met at Kansas City on January 5, and decided to abide by the mail vote of the Association and hold the meeting in May. Although Hutchinson and Wichita presented strong claims, Kansas City, Mo., was chosen as the meeting place. So many dealers from Missouri, Oklahoma and Eastern Nebraska attend the meeting that Kansas City was deemed the more central location.

COUNCIL OF GRAIN EXCHANGES PLANS CONFERENCE

The seventh annual convention of the Council of Grain Exchanges is to be somewhat of a departure from the usual custom. On January 20-21 the meeting will be held at the La Salle Hotel in Chicago, and in addition to the members of the 15 Exchanges represented in the Council, invitations have been sent to grain merchants of various markets and the officials of grain dealers' associations throughout the country.

The problems of the immediate future will have prominent place on the program, and the Council is to be congratulated in securing Julius H. Barnes of Duluth for an address on the export situation, than whom no one in the country is better qualified. Other speakers of note will be present, and the banquet Friday evening will be presided over by John L. Messmore. During the second day Burt Ball, secretary of the Crop Improvement Committee will present moving pictures of the Chicago grain pit in action.

SOFT CORN

Hess Driers Dry It Out

Raise the grade. Make it safe to store or to ship anywhere.

Hess Driers are made in eleven regular sizes—Dry in batches or continuous flow. Suitable for any kind or size of mill or elevator.

Hess Out-Door Conditioners

Tumble and air it out of doors, keep it sweet and cool. Conditioners earn 100 per cent in a few weeks—one customer paid for his on 3 cars of grain.

Cost \$75.00, up, and sold on 30 days' free trial.

Brown-Duvel Moisture Testers

with copper or glass flasks—for gasoline, gas, alcohol or electricity. Made in 3 sizes—2-4 and 6 burner. Ready for instant shipment.

Our testers are used everywhere on all kinds of grain and seeds.

Hess Warming & Ventilating Company

Will serve you promptly. WRITE, WIRE OR TELEPHONE, TO

1210 Tacoma Building, Chicago

HAY, STRAW AND FEED

S. E. Sullivan has opened up a feed establishment at Gallatin, Mo.

C. J. Cerosky has started at Birchdale, Minn., a feed and flour store.

A new feed store is to be opened at Mitchell, Ind., by Joseph Hogue.

The feed business has been entered in at Hicksville, Ohio, by F. F. Clark.

A new feed establishment has been started at Dimock, Pa., by R. B. James.

Mammon & Arenda feed business at Oregon, Ill., has been sold at public auction.

A one-story hay warehouse has been built at Louisville, Ky., by Chris Miller Sons.

Ferry Wilson has disposed of his feed business at Urbana, Ohio, to James Huffman for \$4,500.

Roy T. Allen succeeds B. F. Hull & Co. in the feed and flour business at Gouverneur, N. Y.

George J. Bergemann has bought the feed store and mill of Sam Burns located at Springfield, Ky.

A. H. Pease has purchased the business, hay and grain, from the Mercantile Company at Orange, Cal.

The Egenberger feed and coal business at Plattsmouth, Neb., has been purchased by Chas. Hartford.

The flour and feed business of Bennett & Muno at Elgin, Nebr., has been purchased by Elmer E. Gailey.

Edward McFadden has sold his feed establishment, located at Killbuck, Ohio, to Jackson & Simmerman.

Chas. Stiburek has taken control of the feed, flour and grocery business of B. F. Morey at Phillips, Wis.

The Milwaukee Grain & Feed Company at Milwaukee, Wis., anticipates the installation of a new feed mill.

The feed and fuel business of Geo. L. Newton at Humboldt, Neb., has been purchased by the Farmers' Union.

H. G. Mayne & Son have disposed of the feed and flour business at Heuvelton, N. Y., to George C. McFadden.

The feed and flour business of White & Broman located at Middleburg, N. Y., has been purchased by F. P. Bouton.

The Newcomb Bros. feed business at Mason City, Iowa, is in the hands of the Des Moines Flour & Feed Company.

Numerous improvements are being made on the feed store of the Marlboro Grain Company of Marlboro, Mass.

An up-to-date feed and flour store is to be established at Ferryville, Wis., by Rudnick & Wilde of New Albin, Iowa.

A feed store is to be established at Antigo, Wis., by John Keen, who has already leased a building for that purpose.

Sylvester B. Clause & Co. of Pottstown, Pa., has purchased the feed and flour establishment of S. B. Wagener & Co.

At Aitkin, Minn., Ernest Engle of Brainerd has leased a building and will put in a wholesale feed and flour business.

Firebaugh & Pickard Company, feed and flour dealers of Roanoke, Va., has changed its firm name to W. C. Pickard & Co.

The Bushwick Feed Company was not long ago incorporated at Brooklyn, N. Y., capitalized with stock aggregating \$500.

William Durkee is now in partnership with Seth Kimball in conducting the feed and flour business at Rhinelander, Wis.

The Algert Angel feed and flour business at Deer Wood, Minn., has been bought by the Bay Lake Fruit Growers' Association.

The Stock Yards Cotton & Linseed Meal Company of Kansas City, Mo., has been succeeded by the Stockman's Feed Company.

David Anderson of Litchfield, N. D., is now the proprietor of the feed and flour business of Mark Nickerson at Blue Earth, Minn.

E. L. Gregg has disposed of his interest in the feed and fuel store of Gregg & O'Bannon at Alliance, Neb., to Oscar and Dick O'Bannon.

Articles of incorporation have been filed for the Godbey Feed Company of Logan, W. Va., capitalized with stock of \$25,000. Incorporators are: J. R. God-

bey, E. M. Godbey, G. R. Claypool, B. M. Claypool and H. C. Avis.

Kroekkeboom & Hering of Sheboygan Falls, Wis., have planned to conduct a feed and flour business at that place and to install a feed grinder.

Taft & Vandernort, who have leased a feed barn at Tomah, Wis., have arranged for the establishment of a feed store and feed stable there.

At Wilmington, Del., the Hanover Flour & Feed Company was organized, capitalized with stock of \$25,000, to buy and sell hay, feed and flour.

Negotiations were recently closed whereby the feed store of H. J. Zentz & Son at Goshen, Ind., became the property of F. J. Cripe and his son.

Rielly Bros. & Co. of Spokane, Wash., have filed amended articles of incorporation changing the name to the Central Hay & Grain Company.

A clover and alfalfa seed cleaner, a corn mill and sheller have been installed by Ira Montgomery in the Montgomery Feed Store at Madison, Ind.

H. S. Bowling has disposed of his interest in Weller & Bowling operating the Pineville Feed & Grain Company at Pineville, Ky., to John Weller.

The feed and flour business is to be entered at Van Buren, Ark., by L. C. Packard and T. A. Cherry. They have purchased a large warehouse.

A site has been secured for a large building to be erected at Portage, Pa., by the Jamestown Supply Company for housing the wholesale feed, flour and grocery business.

Articles of incorporation have been filed at Frankfort, N. Y., for the James Dempsey Hay Company. M. A. P. and J. Dempsey, the latter of Newport, were the organizers.

The Kussmaul Feed Company, capitalized with stock of \$2,000, was recently incorporated at Hammond, Ind., by Jacob A. Kussmaul, Mathias Hoffman and John O'Callahan of that place.

H. J. Sanford of Potsdam, N. Y., has sold his feed business and real estate, etc., valued at over \$50,000, to F. M. McIntyre, T. A. Jones, C. A. Rohr, Wallace Hull, J. G. Abbott and Fred Allen of Deer River.

Work has been completed on the new hay warehouse and oil house located at Redmond, Ore. The main warehouse is 60x150 feet with basement of same dimensions for storage of potatoes and cold storage room 30x60 feet. The hay warehouse is

110 feet in the rear of the main building and is 40x40 feet with 16-foot high walls, and with a capacity of 200 tons.

The Vogel store at Cassville, Wis., has been leased by Peter K. Kirschbaum and Peter Caspers, who will open up a feed store. They will carry a full and complete line of corn, meal and oats and flour.

A new brick building is to be constructed in the near future at Huntington Beach, Cal., by A. W. Morehouse of the Pacific Fuel & Feed Company on the site recently purchased by him, for accommodating his business.

Improvements have been made on the feed and flour establishment at Creston, Iowa, recently bought from Ed. L. Hankey by Fred Johnson. The new name of the place will be the Johnson Wholesale & Retail Flour & Feed Establishment.

The J. H. Jones Company of Louisville, Ky., has been organized with stock amounting to \$30,000. The corporation proposes to conduct a general feed, grain and flour business. J. H. Jones, E. G. Ellert, M. J. Sheridan and W. J. Gathol were the organizers.

ST. LOUIS HAY MARKET

Toberman, Mackey & Co. of St. Louis, Mo., in their letter of January 10, say: "Owing to the bad roads the receipts of timothy hay have been running very light for the last week. The markets are all higher and there is a good strong demand for all the better grades of timothy and light clover mixed, and even a better demand for the lower grades. It is our opinion that we are going to have some bad weather for the next week or 10 days, and believe any hay that you can get loaded now during this bad spell, it would be advisable for you to do so. There is plenty of hay in the country, as soon as the roads will permit loading it, and taking it as a whole we believe that prices will remain just about where they are."

"The alfalfa market is very strong, especially on high grades, which is dead scarce and selling at fancy prices. The medium grades also firmer. Choice prairie in good, strong demand for limited amount, with the medium grades just about steady."

J. C. PEDERSON & CO.

Commission Merchants

HAY AND GRAIN

Send for our Quotation Letter
Quick Returns and the Best of Service

327 So. La Salle St.,

CHICAGO, ILL.



Carlisle Commission Co.

(Established 1889)

WHOLESALE HAY AND GRAIN

736-738-746 Live Stock Exchange Building

KANSAS CITY, MISSOURI

(The World's Greatest Hay Market)

If you have Hay we want it—if you want Hay we have it. We have unequalled facilities, the largest established trade and outlet. Liberal advances on consignment. Kansas City handling charges the lowest, service the best.

GET OUR DELIVERED PRICES

SHIP YOUR HAY

to

ALBERT MILLER & COMPANY

192 N. Clark Street, CHICAGO, ILL.

Largest Handlers of Hay in the Middle West

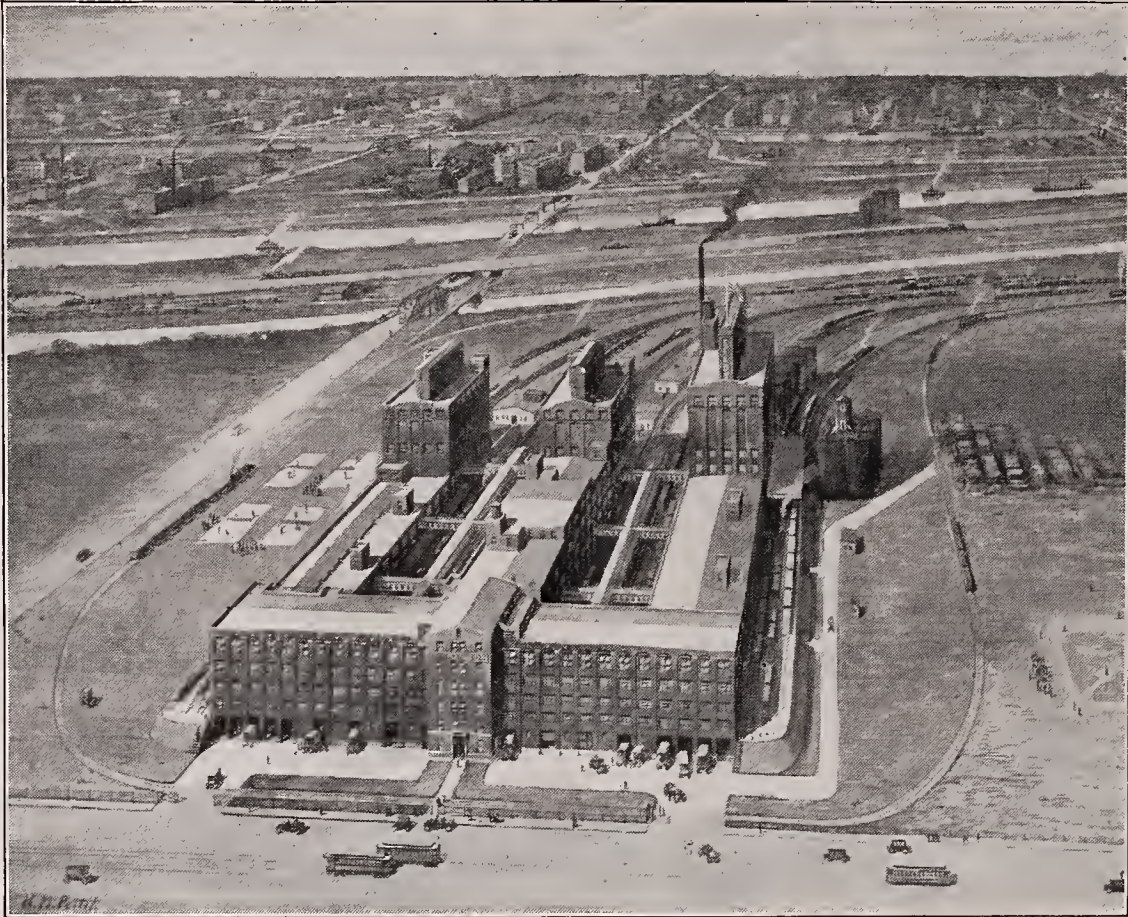
REFERENCES

First National Bank, Chicago
National City Bank, Chicago
National Produce Bank, Chicago

1916

Finds us settled in our new home, the largest and most complete seed warehouses and cleaning establishment yet erected, and ready to give the **same quality, prompt service and right prices** that have made Dickinson known the world over. We have customers who have dealt with us over forty years.

For type of warehouse and quality of seeds we were given the highest award at the Panama-Pacific International Exposition last year.



The Albert Dickinson Company's New Plant, Now Occupied and in Active Operation

DICKINSON'S NEW PLANT

Has a total area of about 70 acres of land.
Is about three-quarters mile northeast nearer city center than the new \$10,000,000 Crane Co. plant.

TRANSPORTATION—

Every railroad coming into Chicago.
Over 2,000 feet of water frontage on Drainage Canal, giving access to Great Lakes.
Four miles railroad trackage already built.
Trackage room in Dickinson's R. R. Yards for over 350 cars.
Covered unloading platforms to care for 100 cars at one time.

INSURANCE—

Fireproof brick and concrete building, with full latest underwriters' equipment affording exceptionally low insurance.

THE ALBERT DICKINSON CO.
CHICAGO, U. S. A.
HIGHEST AWARD
FOR
TYPES OF WAREHOUSES

OFFICIAL
AWARD
RIBBON



PANAMA PACIFIC
INTERNATIONAL
EXPOSITION
SAN FRANCISCO
1915

Charles H. Mason
PRESIDENT

H. H. Stiff
PRESIDENT OF THE SUPERIOR JURY

Asher C. Baker
DIRECTOR OF EXHIBITS

O. H. Pembach
SECTY OF THE INTERNATIONAL
AWARD SYSTEM

BRONZE
MEDAL
DEPARTMENT OF
AGRICULTURE

H. Hallamith
CHIEF

THE ALBERT DICKINSON CO.
CHICAGO, U. S. A.
HIGHEST AWARD
FOR
Grass and Field Seeds

OFFICIAL
AWARD
RIBBON



PANAMA PACIFIC
INTERNATIONAL
EXPOSITION
SAN FRANCISCO
1915

Charles H. Mason
PRESIDENT

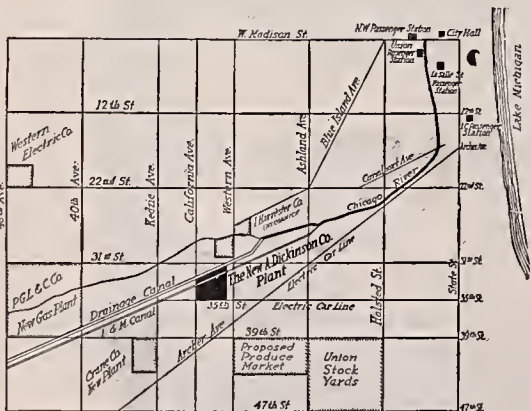
H. H. Stiff
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O. H. Pembach
SECTY OF THE INTERNATIONAL
AWARD SYSTEM

MEDAL
OF
HONOR
DEPARTMENT OF
AGRICULTURE

H. Hallamith
CHIEF



Map showing general location and easy access to our plant from any part of the city

THE ALBERT DICKINSON COMPANY

Seed Merchants

ALSO PRODUCERS OF POULTRY AND STOCK FEEDS

CHICAGO, ILL.

TELEPHONE—CITY, DROVER 3000

LONG DISTANCE, L. D. 7490

FIELD SEEDS

Larger quarters have been taken up by the Mooers Seed Company at Houston, Texas.

A. V. Holtby is now in charge of the new seed cleaning department of T. C. Power Company at Helena, Mont.

O. M. Scott & Sons Company has constructed at Marysville, Ohio, a new building to be devoted exclusively to the handling of field seeds.

The hay warehouse of W. R. Osborne at Amity, Ore., has been purchased by Wm. Elston, who will remodel and enlarge it and engage in the seed business.

At Harrisonburg, Va., the Wetsel Seed Company was recently incorporated. The company has a capital stock of \$10,000. The organizers of the concern are: W. W. Wetsel, president, and A. J. Crown, secretary.

The Northern Idaho Seed Growers' Association has been incorporated at Bonners' Ferry, Idaho. The company is capitalized for \$25,000, with the following among the stockholders: A. J. Kent, Francis J. Wells, Eugene Ralph, W. T. Jones, C.

W. H. Heidman, H. M. Leslie, W. M. Miller, O. A. Phillips, W. E. Aldridge, E. H. Wells.

J. H., A. L. and H. J. Bradley incorporated the Illinois Seed & Nursery Company at Makanda, Ill. The capital stock of the concern aggregates \$15,000.

The Okanogan Valley Seed Growers' Association has recently been organized at Tonasket, Wash., with C. J. Holman as president and H. L. Smith as secretary.

At Columbus, Ohio, the Alpha Seed & Grain Company was incorporated capitalized with stock of \$12,000. Frank C. Hubbel was the principal incorporator.

Wilson & Son have opened up at Russellville, Ky., a new seed and feed store. The firm is composed of F. W. Wilson and William Wilson, who is well acquainted with the feed business.

The Green Valley Seed House of Harlan, Iowa, has arranged for the establishment of three branch houses this spring. Each house will be equipped with blue grass seed threshers and cleaning machinery.

Grain and Seeds

SEEDS FOR SALE

Red Clover Seed. AYE BROTHERS, Blair, Neb.

FOR SALE

Sunflower Seed. Car lots and less. EBERTS GRAIN CO., Nabb, Ind.

SEEDS WANTED

Mammoth Clover Seed, true to name. W. G. TRUMPLER, Tiffin, Ohio.

GRASS SEED FOR SALE

Parties wanting Sudan grass seed, communicate with LUBBOCK GRAIN & COAL CO., Lubbock, Texas.

SEEDS WANTED

Clover seed, red, mammoth, sweet, alfalfa. Also timothy and soys. O. M. SCOTT & SONS CO., 200 Main St., Marysville, Ohio.

FOR SALE

Choice Wisconsin and Minnesota grown Clover and Timothy. Write for samples and prices. G. H. KRUMDICK CO., Winona, Minn.

FOR SALE

For White Blossom Sweet Clover Seed, scarified for full, quick, germination, write YOUNG-RANDOLPH SEED CO., Owosso, Mich.

WANTED

We are in the market for clover seed, screenings, tailings, and badly bucked clover seed. Send samples to THE KING SEED CO., North Vernon, Ind.

GRAIN FOR SALE

Wanted, buyers of white, hard and red milling wheat to advise their wants. We can supply you. FARMERS' GRAIN CO., Railway Exchange, Denver, Colo.

SEED CORN WANTED

Good, sound, new and old corn in ear. Also buyers of Clover, Alfalfa, Alsike, Timothy, Mixed Grasses, Cow Peas, Soy Beans, Cane and Millet. Send samples and name lowest price. AMERICAN MUTUAL SEED COMPANY, Forty-Third & Robey Sts., Chicago, Ill.

SEEDS

FOR SALE

Reid's Yellow Dent seed corn, 1914 crop. Order now. CHAS. J. O'NEILL, Manteno, Ill.

FOR SALE

Select Red Rust Proof Seed Oats, Whippoorwill Peas, Millet Seed and Cotton Seed Products. A. S. LEWIS, 2714 Routh St., Dallas, Texas.

FOR SALE

Perennial Rye Grass, Italian Rye Grass and Crested Dogstail. Highest grades re-cleaned and tested. C.i.f., U. S. Ports. Samples and offers on request. McCLINTON & CO., Belfast, Ireland.

SEEDS FOR SALE

We are prepared to book your orders for the following seeds: Alfalfa, Cane, White and Yellow Maize, Kaffir, Feterita, German, Golden, Siberian, Hog Millets, in carload lots or mixed cars. We live in the heart of district where the above seeds grow. Sample sent on request. L. A. JORDAN SEED CO., Winona, Kan.

SITUATION WANTED

By seedsman, as manager of some reliable seed house. Have had long experience in South and East; practical knowledge of wholesale, mail order, retail and store trade. Am thoroughly capable of managing all branches of the business; systematic hustler, improver and up-builder. SEEDSMAN, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

WE BUY AND SELL

Seeds

Write Us Your Needs

SCHISLER-CORNELL SEED CO.
St. Louis, Mo.NEW CROP RED CLOVER
DWARF E RAPEWHOLESALE ONLY
JUST ARRIVED FROM EUROPE
ASK FOR PRICES

I. L. RADWANER, - New York City

Write for our attractive prices on

NEW CROP RED CLOVER

WM. G. SCARLETT & CO.,

729-735 E. Pratt St., BALTIMORE

WE are IMPORTERS

RED CLOVER

Write for samples and prices.

JOHN J. BUFFINGTON & CO.

BALTIMORE, MD.

N. L. WILLETT SEED CO.

Augusta, Ga.

Dealers in All Southern Seeds

Especially in

Cotton Planting Seeds, Cow Pea Seeds, Soy Beans, Velvet Beans, Peanuts and Corn Seeds.

Record Clover Prices?

With demonstrated shortage in central states and northwest already drained, light receipts are expected. Similar conditions produced record prices in former years. Will this season establish new record? For latest news bearing on the situation, read our Daily Letter, published in Toledo Daily Post. Sample copy on request.

SOUTHWORTH & CO.

Second National Bank Bldg., TOLEDO, OHIO

THE ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

FIELD SEEDS

Ask for Prices.

Mail Samples for Bids.

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

The ALBERT DICKINSON COMPANY

GRASS SEEDS FIELD

To Meet Demands Of

PURE SEED LAWS

Chicago

Minneapolis

OBITUARY

On December 29, O. B. Olson, elevator operator, died at Kewanee, Ill.

On January 1, August Wilding, retired grain dealer, died at St. Louis, Mo.

Geo. Bowman died at Grayville, Ill. Mr. Bowman was an elevator owner and operator.

Herman Sternhagen, a retired grain and feed man, died on December 31 at Detroit, Mich.

Edward List, formerly connected with Walter Fitch & Co., at Chicago, Ill., passed away not long ago.

C. J. Imholt, an elevator man, died recently at St. James, Minn., where he was conducting an elevator.

Aged 61 years, Jeremiah N. Nolan, a member of the Chicago Board of Trade, died at his home in Chicago.

George Kerr, at one time engaged in the feed business at Kingston, N. Y., passed away recently at Denver, Colo.

Pleuro-pneumonia caused the decease of Gordon Bigelow, one time wheat speculator, at Evanston, Ill., in December.

Carl Newberry was killed when his clothing caught on a rapidly revolving shaft in the grain elevator at Henning, Ill.

N. F. Gorsuch, for a long time engaged in the feed and flour trade of Kansas City, Mo., died at the age of 70 not long ago.

Recently John Hemion died at Passaic, N. J., aged 79 years. Mr. Hemion was president of the Hemion Coal & Grain Company.

Frank W. Gaines, for many years connected with the wholesale broker, Gaines & Ross, of Selma, Ala., died on December 16.

C. Marion Lewis, a member of the C. M. Lewis & Sons, grain commissioners, and of the Chamber of Commerce, died at Baltimore, Md., recently.

Thomas J. Rice, died at Winnipeg on December 26. His body was sent to Chicago for burial. Mr. Rice was secretary of the Rice Malting Company.

Pneumonia caused the death of Herbert D. Thompson of the Central Elevator Company at Baltimore, Md., on December 20, at the age of 55 years.

Henry F. Langenberg, grain merchant of St. Louis, Mo., died on December 18. Mr. Langenberg was a member of the Langenberg Bros. Grain Company.

Frank G. Kammerer, a member of the Chicago Board of Trade, died not long ago at his home at Chicago, Ill. His widow, son and a daughter survive him.

W. N. Smith, aged 60 years, a feed dealer of Cadott, Wis., died from cancer of the stomach after a long illness. He is survived by his widow and two sons.

W. J. Sheckells of Jackson Bros. & Co. of Chicago and member of the Baltimore Chamber of Commerce, died late in December from acute Bright's disease.

George Dzieman was killed when struck by a conveyor bucket in the grain elevator of J. Rosenbaum Grain Company, Chicago, Ill. He is survived by his widow and six children.

At the age of 44, Wm. O. Pringle, former member of the Chicago Board of Trade, died on December 26 after long illness at his home in Winnetka, a suburb near Chicago, Ill.

Frederick Dickinson, a member of the Chicago Board of Trade since 1860, died at his home in Chicago, Ill., on January 2. Mr. Dickinson had been associated with I. P. Rumsey for 30 years.

On December 27, Joseph T. Hayes, passed away at his home in Hayesville, Iowa, aged 45 years. For the past nine years, Mr. Hayes had been engaged in the grain and live stock business at Hayesville.

Henry M. Earle at the age of 67 years passed away not long ago at his home in New York City. At one time Mr. Earle was prominent in the provision trade, but later became active in the grain market. He had been suffering from Bright's disease for several months.

On December 28, August Brosseau, brother of the late Z. P. Brosseau, died at his residence at West Park, N. Y. Mr. Brosseau was a successful grain man on the Chicago Board of Trade from 1877 to 1912. At that time he retired and since then has resided on his New York estate. In 1877, at the age of 25, he became associated with J. B. Hobbs

& Co., and remained with that concern until in 1877, when he started in business for himself.

John T. Fenby, a grain man, died at New York, N. Y., not long ago aged 58. Mr. Fenby had at various times been connected with Bingham Bros., R. W. Forbes & Son and Nye & Jenks Grain Company.

Thomas Hanson died from pneumonia at Rochester, Minn., on December 30. Mr. Hanson had been a member of the Minneapolis Chamber of Commerce for 25 years and was well known in the grain trade.

Antonio Sans, former president of the Philadelphia Commercial Exchange died after a brief illness from la grippe. For a number of years he had been associated with Lawrence Johnson & Co., commission merchants.

C. C. Christie, one-time bucket shop leader, at Chicago, died on January 4 at Kansas City, Mo. His fortune at the time of his death amounted to more than \$1,000,000, much of which was the "killings" made during his speculations.

At the age of 80 years John Wesley Tomblin, for many years past member of the Chicago Board of Trade, passed away at Los Angeles, Cal., where he moved after retiring from active business in 1901. He leaves a wife and one daughter.

H. H. Maury, well-known Memphis grain dealer, passed away at Memphis, Tenn., on December 28. He had been engaged in the grain business with Webb & Maury for almost 25 years. He is survived by his widow, son and three daughters.

Edward N. Crumbaugh, president of the Crumbaugh-Keuhn Seed Company of Toledo, Ohio, died on December 29 after suffering from an illness lasting two years. He started in the grain business as messenger boy and worked himself up to the place held by him at his demise.

The death of S. E. Chadwick of the Chadwick Grain Company of Fort Worth, Texas, occurred suddenly on December 10 at Plainview, Texas, where he was buying grain. He was driving his automobile when he expired. Mr. Chadwick was 41 years of age and was well known in the grain circles in Texas and the Southwest.

On January 2 T. J. Thompson passed away at his home in Minneapolis, Minn., aged 62 years. Mr. Thompson came to Minneapolis about 45 years ago and was well known in the grain trade. He was president of the North Star Feed & Cereal Company at the time of his death. His widow, two sons and two daughters survive him.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

FOR SALE

A 25,000-bushel grain elevator, 22 miles from Minneapolis on C. M. & St. P. Railroad, in the village of Lakeville, Minn. The elevator is in good condition, with hopper and dump scales, also a gasoline engine and ticket office. Will sell cheap. Inquire of J. J. HYNES, Rosemount, Minn.

FOR SALE

Nebraska elevator of 40,000 bushels' capacity, stone and cement foundation. Ten-horsepower Lauson Gasoline Engine; Barnard & Leas Separator; Richardson Automatic Scale and Howe Wagon Scale. Machinery in first-class condition. Three acres of ground. On main line Union Pacific R. R., in heart of Nebraska's wheat belt. Have other business matters to attend to. Write for particulars to F. A. KIMBROUGH, Shelton, Neb.

ELEVATORS AND MILLS

KANSAS ELEVATOR FOR SALE

Only elevator at good grain station. J. JACOBSON, Formoso, Kan.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

HELP WANTED

WANTED

Good, hustling grain cleaning machine salesman. SALESMAN, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

MACHINERY

FOR SALE

One 7x14 three-pair-high Nordyke Corn and Feed Roller Mill, in first-class running condition, being replaced with a 9x24 mill. EATON MILLING CO., Eaton, Ohio.

FOR SALE—OIL ENGINES

60-h.p. Fairbanks-Morse.

40-h.p. Fairbanks-Morse.

15-h.p. International, with clutch pulleys, new engine.

Half price to move quickly. A. H. M'DONALD, The Gas Engine King, 549 W. Monroe St., Chicago, Ill.

BAGS

FOR SALE—BURLAP BAGS OF EVERY KIND

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

Edward P. McKenna

John A. Rodgers

McKENNA & RODGERS COMMISSION MERCHANTS

Grain and Provisions, Shippers of Corn and Oats

61 Board of Trade, CHICAGO

Consignments given
Special Attention

Phone
Harrison 7228

Orders in Futures
carefully executed

THE SYKES COMPANY

930 West 19th Place, Chicago

MAKERS OF

FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

FIRES-CASUALTIES

H. J. Ruchrigel suffered the loss of his elevator at Ottawa, Ill., by fire.

At Jasper, Tenn., the feed store of C. C. Lawson burned, with loss aggregating \$5,000.

The feed establishment of G. A. Mayo & Son at Huntsville, Mo., burned not long ago.

Slight damage was done the plant of the Kilgore Seed Company at Plant City, Fla., by fire.

A. A. Kanno's feed store, located at Mason City, Neb., was recently damaged by fire.

R. W. Taylor Feed Company's feed warehouse at Harleton, Texas, was destroyed by fire.

A slight loss was suffered by fire in the Farmers' Elevator Company plant at Hubbell, Neb.

On January 7, the elevator of the Hinton Grain Company at Ridgeville, Ind., burned with losses of \$5,000.

One side of the elevator of the Canadian Mill & Elevator Company at El Reno, Okla., was blown out by an explosion.

The grain elevator of the Cain Milling Company, located at Atchison, Kan., was damaged by fire to the extent of \$10,000.

Together with about 28,000 bushels of grain, the elevator of the Pioneer Elevator Company at Scotsguard, Sask., burned.

The elevator of George W. Cole of Bushnell, located at Scottsburg (r. f. d. Bushnell), Ill., burned on December 10.

The Farmers' Co-operative grain elevator at Okarche, Okla., was damaged by fire not long ago, involving a loss of \$15,000.

Archie Ham suffered a broken arm when it caught in the belt in the Pomona Valley Farmers' Elevator at Edgeley, N. D.

The warehouse of French & Taylor, hay dealers of Angleton, Texas, was destroyed by fire with a loss of about \$4,000, fully covered by insurance.

On December 28 fire consumed the office and elevator of the Gate City Seed Company, located at Keokuk, Iowa. The loss is estimated at \$26,000.

A damage estimated at several thousand dollars was done by fire when it burned the scaffolding around the new concrete elevator at Kansas City, being erected by the Southern Railway for the

use of the Norris Grain Company. The fire was caused by defective wiring or incendiarism. Further details will be found elsewhere in this issue.

The grain and implement warehouse of the Belford Lumber Company at Georgetown, Texas, burned with a loss of about \$6,000, with \$5,000 insurance.

Fire of unknown origin damaged the Thorpe Elevator Company's plant at Kellys, N. D., with a total loss of the elevator and its contents, on December 16.

As the result of being caught beneath 50 sacks of wheat in the grain warehouse at Houser Station (Pomeroy p. o.), Wash., Bryan Armstrong suffered a broken leg.

On December 23 the Van Dusen Elevator, located at Goodwin, S. D., was consumed by fire. About 5,000 bushels of grain and 150 tons of coal were burned.

The Acme Elevator, located at Roger, N. D., was burned on December 27, together with 8,000 bushels of grain. The cause of the fire has not been determined.

The farmers' elevator located at Frankfort, Ind., was damaged by fire to the extent of about \$5,000 on December 29. It is believed that the fire was of incendiary origin.

Fire burned the sheller room, engine room and corn crib of the plant of Keel & Son, at Lindsay, Okla., involving a loss of \$1,700, all of which was covered by insurance.

The Union Elevator at New Richmond, Ind., was damaged when sparks flying from a passing Clover Leaf freight engine set it on fire. The elevator was not touched, but the office of the plant was slightly damaged.

Severe injuries were sustained by Carl Thorsett, of the Rock Lake Farmers' Elevator Company of Rock Lake, N. D., when he became entangled in the elevator machinery of that company's plant. Both legs were broken and several ribs crushed.

The elevator of the Van Dusen Grain Company at Ghent, near Canby, Minn., burned last month. The fire had gone beyond control when discovered and the plant was burned to the ground. The capacity of the plant was 40,000 bushels. It is said

that the building and its contents were entirely covered by insurance.

On December 14 the elevator and coal shed of the Monarch Elevator Company of Minneapolis, Minn., located at Harold (mail Crookston), Minn., burned to the ground.

The elevator leg of Elevator "E" at Stuyvesant Docks, New Orleans, La., was damaged slightly by fire. No great headway was gained by the flames, so the loss was small.

The grain elevator and warehouse of the Ubiko Milling Company at St. Bernard, a suburb of Cincinnati, Ohio, was destroyed by fire not long ago, with a loss of \$175,000.

The elevator and flour mill of the Missouri Milling Company, located at Ballinger, Texas, burned not long ago with loss of \$40,000, covered partially by the \$27,000 insurance.

I. A. Lowne suffered the loss of his elevator at Mapleton, Minn., on December 29 by fire. The loss on the building was \$3,000 with insurance of \$1,500. The plant is to be rebuilt.

The Baldwin elevator at Wild Rice, N. D., was consumed by fire on December 14, together with 1,500 bushels of wheat and 30 tons of coal. The origin of the fire is not known.

The office of Powell & Rice at Duvall (Findlay p. o.), Ill., burned, with a loss of between \$350 and \$500. The wind carried the flames away from the elevator, so that was not burned.

A small loss by fire was suffered by the Central Iowa Grain Company at Garden City, Iowa, when its office building was damaged. The cause of the fire was a defective chimney flue.

The elevator of Brown Hedge & Co., at Straight Creek, Kan., was burned with great losses. The plant contained 2,500 bushels of corn and 800 bushels of oats at the time of the conflagration, all or which was consumed.

As the result of overloading, the elevator of Mansfield & Ford, located at Lanesville, Ill., gave way and scattered 3,000 bushels of corn over the tracks of the Wabash Railroad Company. The loss is estimated at between \$2,000 and \$3,000.

Fire destroyed the Reliance Elevator at Hague (mail Halstad), Minn., on December 21. The origin of the fire is unknown, but it is thought that it was caused by spontaneous combustion. Building and contents were well covered by insurance.

Damages of \$12,000 were done to the grain elevator of Hugh McGuire at Omaha, Neb., on December 14 by fire. The blaze, caused by spontaneous combustion, had consumed the plant within half an hour after discovered. The elevator contained about 4,000 bushels of oats and the loss is fully covered by insurance.

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Western Grain Co., shippers grain and feed.*

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Callahan & Sons, receivers and shippers.*

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Goemann Grain Co., grain merchants.*†

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Wheeler, Ernest, brokerage & commission.*†

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Armstrong, W. J. Co., hay merchants.†

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Courteen Seed Co., seeds.

Donahue-Stratton Co., buyers and shippers.*

Fagg & Taylor, corn, oats, barley.*

Mohr-Holstein Commission Co., grain commission.

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Abbey Grain Co., grain commission.

Gould Grain Co., grain merchants.

McCaull-Dinsmore Co., commission merchants.*

Quinn, Shepherdson Co., grain merchants.*

Scroggins-McLean Co., receivers and shippers.

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Hamilton, C. T., hay, straw, grain, millfeed, produce.†

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Brooklyn Hay & Grain Co., hay, straw and grain.†

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Keusch & Schwartz Co., grain commission.*

Radwaner, I. L., seeds.

NORFOLK, VA.

Cofer & Co., Inc., J. H. grain.*

OMAHA, NEB.

Cavers-Sturtevant Co., receivers and shippers.*

Crowell Elevator Co., receivers and shippers.*

PEORIA, ILL.

Buckley, Pursley & Co., commission merchants.*

Feltman, C. H., grain commission.

Grier & Co., T. A., grain commission.*

Miles, P. B. & C. C., grain commission.*†

Mueller Grain Co., receivers and shippers.

Rumsey, Moore & Co., grain commission.*

Tyng, Hall & Co., grain commission.*

PHILADELPHIA, PA.

Delp Grain Co., E. E., grain and feeds.*†

Miller & Sons, L. F., receivers and shippers.*†

Richardson Bros., grain, flour, mill feeds.*

PITTSBURGH, PA.

Foster Co., C. A., feed, grain, hay.

Geidel & Leubin, grain, feed, hay.

McCague, R. S., grain and hay.*†

Heck & Co., W. F., grain, hay and mill feeds.*†

Smith & Co., J. W., grain, hay, feed.*

Stewart, D. G., grain, hay.

Walton Co., Sam'l, grain, hay and mill feeds.*†

RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, feed, seeds.*†

SALT LAKE CITY, UTAH.

Smurthwaite Grain & Milling Co., C. A., grain, flour, hay, seeds.

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Graham & Martin Grain Co., receiving exclusively.*†

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Marshall Hall-Waggoner Grain Co., receivers, shippers, exporters.*

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Mullally Commission Co., Martin, commission merchants.*†

Nanson Commission Co., receivers and shippers.*†

Picker & Beardsley Com. Co., grain, hay and seeds.*†

Prunty, Chas. E., grain and seeds.

Schisler-Corneli Seed Co., seeds.

Toberman, Mackey & Co., grain, hay and seeds.†

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De Vore, H. W., & Co., grain, seeds, feed.

King & Co., C. A., grain and seeds.*

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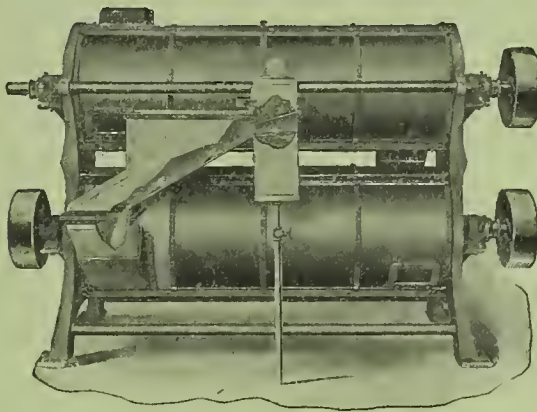
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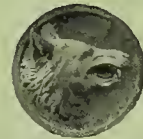
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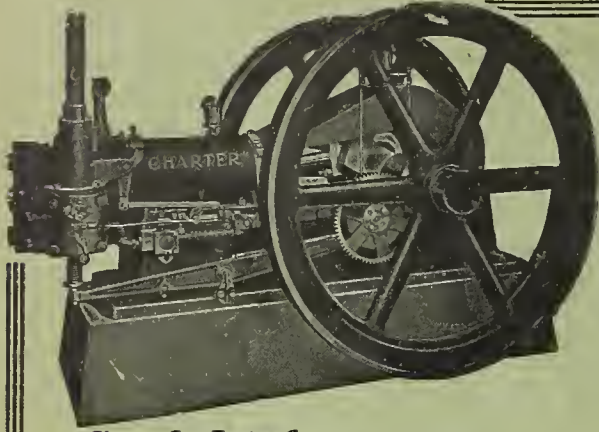
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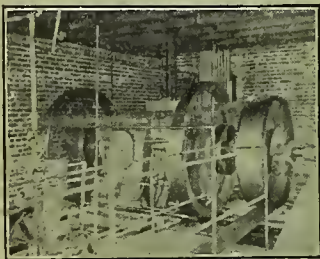
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